The Hong Kong Daily Press.

No. 7101 第七千壹百零壹號 光緒庚辰年八月初六日 HONGKONG, FRIDAY, SEPTEMBER 10TH, 1880. 香港 英 月十號 禮拜五 PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

September 9, SERAPIS, British steamer, 1,270, North, Amoy 7th September, Tea and General.—RUSSELL & Co.

September 9, YANGTSZE, British str., 782, Schultze, Canton 8th September, General.—SIEMSSEN & Co.

September 9, FAUGH-A-BALAUGH, German bark, 240, D. Rute, Whampoa 8th September, General.—CARLOWITZ & Co.

September 9, YUNG-CHING, Chinese steamer, 761, Wallace, from Canton, General.—C. M. S. N. Co.

September 9, EMMA, German bark, 231, Michelsen, from Whampoa, General.—ED. SCHELLHASS & Co.

September 9, HING-SHING, Chinese str., 444, J. C. Hawthorne, Tamsui 5th September, General.—C. M. S. N. Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE,
SEPTEMBER 9TH.

City of Peking, American steamer, for Yokohama and San Francisco.
Wega, German ship, for Saigon.
Telemachus, British steamer, for Amoy.
Yangtsze, British steamer, for Shanghai.
Hamburg, German bark, for Newchwang.

DEPARTURES.

September 9, FLINTSHIRE, British str., for Singapore.

September 9, ALBAY, British steamer, for Swatow.

September 9, CHINKIANG, British str., for Canton.

September 9, TUNIS, British str., for Saigon.

September 9, SERAPIS, British steamer, for Singapore.

September 9, FREYA, German corvette, for Yokohama.

September 9, ALICE MARY, British bark, for Foochow.

September 9, KEPLER, German bark, for Newchwang.

September 9, CITY OF PEKING, American str., for Yokohama and San Francisco.

PASSENGERS.

ARRIVED.

Per *Hing-shing*, str., from Tamsui.—243 Chinese.

DEPARTED.

Per *City of Peking*, str., for Yokohama and San Francisco.—5 Europeans and 220 Chinese.

TO DEPART.

Per *Telemachus*, str., for Amoy.—85 Chinese.
Per *Yangtsze*, str., for Shanghai.—12 Chinese.

REPORTS.

The Chinese steamship *Hing-shing* reports left Tamsui on the 5th instant, and had fine weather and light winds.

NAGASAKI SHIPPING.

14, Appin, British steamer, from Shanghai.
14, Almatia, American sch., from Tientsin.
14, Malacca, British str., from Hongkong.
14, Craiglands, British str., from Shanghai.
18, Rasboynik, Russian cor., from Hongkong.
18, Kanagawa Maru, Jap. bark, from Y'hama.
20, Tokio Maru, Japan. str., from Shanghai.
20, Lord of the Isles, Brit. bk., from Y'hama.
24, Kiinokuni Maru, Japan. str., from Kobe.
24, A. Wiebborst, Ger. sch., from V'divostock.
25, Pelham, British brig, from Tientsin.
25, Satsuma, British bark, from Tientsin.
25, Bride, British bark, from Tientsin.
26, H. C. Orsted, Danish str., from Shanghai.
August— DEPARTURES.
14, Hedvig, British bark, for Shanghai.
14, Bellona, British bark, for Shanghai.
17, Takasago Maru, Japan. str., for Shanghai.
17, Jumna, British brig, for Shanghai.
17, Asia, German steamer, for Hongkong.
18, Craiglands, British str., for Shanghai.
19, Ticonderoga, American cor., for Chefoo.
24, Genkai Maru, Japan. str., for Shanghai.
24, Gustav, German brig, for Vladivostock.
25, Asia, Danish steamer, for Shanghai.
27, Thornhill, British str., for Hongkong.

SINGAPORE SHIPPING.

August— ARRIVALS.
28, Rainbow, British steamer, from Malacca.
28, R. Brooke, Sarawak str., from Sarawak.
28, Loudoun Castle, British str., from London.
28, Somerset, British steamer, from Sydney.
29, Priam, British steamer, from Hongkong.
29, Shuaydagone, British str., from Penang.
29, Ravenna, British str., from Hongkong.
29, W. McKinnon, Dut. str., from Sourabaya.
30, Benmore, British steamer, from Malacca.
30, Billiton, British steamer, from Pontianak.
30, Pemba, British steamer, from Calcutta.
30, Valencia, Spanish steamer, from Liverpool.
30, Goliah, Siamese bark, from Bangkok.
30, Tay Watt, Siamese bark, from Bangkok.
30, Ophir, Dutch steamer, from Rhio.
30, Telemachus, British str., from Liverpool.
31, Vidar, British steamer, from Banjermassin.
31, Bentan, British steamer, from Samarang.
August— DEPARTURES.
28, Cheang Hye Kian, British str., for Penang.
28, Banda, British steamer, for Acheen.
28, Amboina, Dutch steamer, for Padang.
28, Pontianak, British steamer, for Cheribon.
28, Rapid, Siamese bark, for Bangkok.
28, Minna, German schooner, for Sourabaya.
28, Louisa III., British steamer, for Malacca.
28, Paknam, British steamer, for Bangkok.
28, Marie Alfred, French bark, for Hongkong.
28, Lombardy, British steamer, for Hongkong.
30, Martaban, British steamer, for Bangkok.
30, Royalist, British steamer, for Labuan.
30, Ravenna, British steamer, for Penang.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice.)

Diomed (s.)	China Ports	July	16
Bonito	Hongkong	July	18
Glenrosa	Manila	July	21
Patroclus (s.)	China Ports	July	24
Hesperia (s.)	Hankow	July	25
Orestes (s.)	China Ports	July	27
Glamis Castle (s.)	Hankow	July	27
Achilles (s.)	Hankow	July	27
Gleneagles (s.)	Foochow	July	27

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Triton	Hamburg	May	13
Annie H. Smith	Penarth	May	21
Channel Queen	Cardiff	May	25
James Bailey	Penarth	May	28
Great Admiral	Penarth	May	29
Dorothea	Cuxhaven	May	31
Orion	Cardiff	May	31
Titania	London	June	5
Vale of Doon	Antwerp	June	5
Dr. Petermann	Cardiff	June	10
Agnes Muir	Hamburg	June	10
ldbridge	London	June	15
alparaiso	Cardiff	June	16
old Hunter	Cardiff	June	21
otspur	Hamburg	June	24
nporter	Penarth	June	28
dolph	Hamburg	July	2
Veser	Penarth	July	5
elle of Oregon	Cardiff	July	5
harlton (s.)	London	July	17
entor (s.)	London	July	22
ndh (s.)	Marseilles	Aug.	23

AUCTION SALES TO-DAY.

None.

KEATING'S BONBONS OR WORM TABLETS,
A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1412.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP .... £3,200,000.
RESERVE FUND .... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:

LONDON,	BOURBON,	SAN FRANCISCO,
MARSEILLES,	BOMBAY,	HONGKONG,
LYONS,	CALCUTTA,	HANKOW,
NANTES,	SHANGHAI,	FOOCHOW,
	MELBOURNE,	

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.
Oriental Bank Corporation,
Hongkong, 4th September, 1879. [12

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL .... £800,000.
RESERVE FUND .... £190,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

WILLIAM FORREST,
Manager.
Hongkong, 10th May, 1880. [968

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ...... 5,000,000 of Dollars.
RESERVE FUND .... 1,600,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. MCIVER, Esq.

Adolf André, Esq.	H. Hoppius, Esq.
E. R. Belilios, Esq.	F. D. Sassoon, Esq.
H. L. Dalrymple, Esq.	W. S. Young, Esq.
H. de Courcy Forbes, Esq.	

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 16th August, 1880.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED .... $1,000,000.00.
CAPITAL PAID-UP .... $300,000.00.
RESERVE FUND .... $425,000.00.
BALANCE UNDIVIDED .... $70,278.43.
DIVIDEND paid to Shareholders, 20 % per Annum.
DIVIDEND paid to ALL CONTRIBUTORS OF BUSINESS 25 % on the Amount of their Contributions.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH,
Acting Secretary.
Hongkong, 13th August, 1880. [1327

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [20

SINGAPORE GRAVING DOCKS.

NOTICE.

A CONSIDERABLE REDUCTION has been made since the 15th of February in the Rates for Dock Hire in the Graving Docks of the undermentioned Companies in the Charges for Cleaning and Painting Iron Vessels, and for Coppering Wooden Vessels.

Tariff Rates can be had on Application at either of the Companies' Offices in Singapore, or at the Offices of their respective London Agents.

Messrs. PATERSON AND SIMONS,
39, Lime Street,
For the New Harbour Dock Company, Limited,
(Signed) CHARLES WISHART,
Manager.
Messrs. MACTAGGART, TIDMAN & Co.,
34, Leadenhall Street,
For the Tanjong Pagar Dock Company, Limited,
(Signed) E. M. SMITH,
6m534] Manager.

NOW ON SALE,

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICES:—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

NOTICES OF FIRMS.

NOTICE.

MR. ROBERT DROSS has CEASED to sign our Firm per procuration.

JULIUS MANNICH & Co.
Takow, Taiwanfoo (Formosa),
14th August, 1880. [1m1369

NOTICE.

WE have authorized Mr. WILLIAM HOMFRAY FULLER DARBY to SIGN the NAME of our Firm in Hongkong and China.

GIBB, LIVINGSTON & Co.
Hongkong, 7th September, 1880. [1m1448

VICTORIA FOUNDRY.

WE, the Undersigned, having purchased the LEASE and PLANT of the above FOUNDRY and ENGINEERING WORKS, intend carrying on the Business of ENGINEERS, IRON and BRASS FOUNDERS, &c., from this date, under the Style and Title of FENWICK, MORRISON & Co.

GEO. FENWICK.
ROBT. MORRISON.
Victoria Foundry, Wanchai,
Hongkong, 15th June, 1880. [1005

TO BE LET.

TO LET.

TWO LARGE and COMMODIOUS ROOMS for Offices, PRAYA CENTRAL.
Apply to
EDUARD SCHELLHASS & Co.
Hongkong, 13th January, 1880. [130

TO LET.

NO. 8, HOLLYWOOD ROAD, containing 8 Rooms and Out-houses.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 17th August, 1880. [214

TO LET.

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.
Apply to MEYER & Co.
Hongkong, 26th July, 1879 [1417

TO LET.

THE "EYRIE," VICTORIA PEAK, with Immediate Possession for remainder of the summer months.

The BASEMENT of "FAIRLEA," 5 Rooms and Garden.

LARGE and SMALL GODOWNS at FLETCHER'S BUILDINGS. Also STORAGE for Timber, &c., on Water side.

DAVIS & Co.
Hongkong, 6th September, 1880. [1439

TO LET.

FIRST FLOOR and GROUND FLOOR of HOUSE No. 4, PRAYA EAST (known as the Blue House); Possession on the 1st of October.

Also,

The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 Rooms, &c., &c., with Gas and Water laid on; Immediate Possession.
Apply to MEYER & Co.
Hongkong, 3rd September, 1880. [1426

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

919] MEYER & Co.

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STANLEY STREET, lately in the occupation of the Temperance Hall.

The DWELLING HOUSES, Nos. 31 and 33, WELLINGTON STREET.

OFFICES in CLUB CHAMBERS, now in the occupation of the HONGKONG AND WHAMPOA DOCK COMPANY, with strong Room attached; also other OFFICES and CHAMBERS in the same building.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 16th August, 1880. [41

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [3

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [21

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISKS,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [26

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [22

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [1

AUCTIONS.

PUBLIC AUCTION

ELEGANT ENGLISH AND AMERICAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, ENGRAVINGS, OLEOGRAPHS, GLASSWARE, PLATED WARE, PIANO,
&c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 18th September, 1880, at Two P.M., at No. 9, Gage Street, the whole of the

ELEGANT ENGLISH AND AMERICAN-MADE HOUSEHOLD FURNITURE, &c., comprising:—

American-made Solid Walnut Velvet-covered Drawing-room SUITE.

English-made Walnut Rep-covered ditto, Marble-top CENTRE TABLES, Walnut CARD TABLE, CHIMNEY GLASSES, STATUETTES, OIL PAINTINGS, ENGRAVINGS, OLEOGRAPHS, VASES, ORNAMENTS, BRUSSELS CARPETS and HEARTHRUGS.

English-made OAK DINING-ROOM FURNITURE, comprising:—TELESCOPE DINING TABLE, SIDEBOARD with GLASS, Morrocco-covered COUCH and CHAIRS.

English-made Walnut CHEFFONIER, with GLASS.

DINNER, DESSERT and TEA SETS, CUTLERY, GLASS and PLATED WARE.

American-made WALNUT DOUBLE BEDSTEADS, Lady's WARDROBES, English-made Walnut BUREAU with GLASS, and DAVENPORT.

Blue and Green Rep-covered BEDROOM SUITES.

A COTTAGE PIANO, by COLLARD and COLLARD.

Two Handsome MUSICAL BOXES.
&c., &c., &c.

Catalogues will be issued, and the whole to be on view on and after FRIDAY, the 17th instant.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 8th September, 1880. [1451

IN THE MATTER OF THE ESTATE OF NELSON SPRATT, DECEASED.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of NELSON SPRATT, Deceased, are hereby required to send in writing the Particulars of their CLAIMS or DEMANDS to the Undersigned, Solicitors for WILLIAM BOLTON SPRATT, the Administrator in the above Estate, on or before the First day of October next.

And Notice is hereby also given that at the expiration of the last mentioned day the said WILLIAM BOLTON SPRATT will proceed to distribute the Assets of the said NELSON SPRATT amongst the parties entitled thereto, having regard to the Claims of which the said WILLIAM BOLTON SPRATT, or his Solicitors, have then had notice; and that the said WILLIAM BOLTON SPRATT will not be liable for the Assets or any part thereof so distributed to any Person of whose Claim the said WILLIAM BOLTON SPRATT, or his Solicitors, have not had notice at the time of distribution.

Dated the 17th day of June, A.D. 1880.

BRERETON AND WOTTON,
1029] 29, Queen's Road, Hongkong.

THE J. M. BRUNSWICK AND BALKE COMPANY,
SOLE MANUFACTURERS AND PATENTEES OF THE
STANDARD,
MONARCH,
NONPAREIL,
NOVELTY,
AND THE
FAMOUS ECLIPSE
BILLIARD AND POOL TABLES,
Nos. 653 AND 655, MARKET STREET,
SAN FRANCISCO,
CALIFORNIA.
BRANCH HOUSES:—
NEW YORK, CHICAGO, CINCINNATI,
AND
ST. LOUIS.
SOLE AGENTS
FOR THE U. S. FOR THE
CELEBRATED HYATT BILLIARD AND POOL BALLS.
[1061

DR. BRIGHT'S PHOSPHODYNE Enriches the Blood, Strengthens the Nerves and Muscular system. Promotes Appetite and Improves Digestion.

DR. BRIGHT'S PHOSPHODYNE Animates the Spirits and Mental Faculties, and thoroughly recruits and re-establishes the General Bodily Health.

DR. BRIGHT'S PHOSPHODYNE is the Only Reliable Remedy for Nervousness, Nervous Debility, Lassitude, Loss of Power, Depression, Female Complaints, Pimples, Imperfect Nutrition, Premature Decline, &c.

DR. BRIGHT'S PHOSPHODYNE is the Best Known Remedy for Indigestion, Liver Complaints, and all Functional Derangements of either sex.

DR. BRIGHT'S PHOSPHODYNE is extensively used in the Army and Navy, and highly recommended by the Medical Faculty.

DR. BRIGHT'S PHOSPHODYNE. BASE FRAUD AND PIRACY!!!—Beware of a WORTHLESS IMITATION advertised in a few China newspapers. Dr. BRIGHT'S (the only Genuine) PHOSPHODYNE is the Safest and most Reliable preparation of Phosphorus, and the ONLY Medicine of that name recommended by the Medical Faculty. Fraudulent Imitations are in no way recognized by the Medical Profession, and are either USELESS or POSITIVELY DANGEROUS.

Sole Wholesale Agents for Hongkong—A. S. WATSON & Co., Hongkong Dispensary; Shanghai—WATSON, CLEAVE & Co., Shanghai Pharmacy.

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
3 HOLLYWOOD ROAD.

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bona fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.
Hongkong, 18th January, 1877.

FOR SALE.

LANE, CRAWFORD & CO.
HAVE FOR SALE, EX "AJAX" AND "GLENCOE":—
ASHANTEE HAMMOCKS.
LAWN TENNIS BATS and BALLS.
LAWN TENNIS BAT PRESSES.
ROUNDER BALLS.
CRICKETING GEAR.
FOOTBALLS.

NEW MENU TABLETS.
CASH and DEED BOXES.
GOLDEN CLOUD TOBACCO.
SCOTCH OATMEAL.

FRENCH JAMS.
STRAWBERRY, RASBERRY, GREENGAGE, APRICOT, CHERRY, GOOSEBERRY, PLUM.
STRAWBERRIES in SYRUP.
IMPERIAL PLUMS.
LANE, CRAWFORD & Co.

WE have also opened our
NEW
VEGETABLE AND FLOWER SEEDS
FROM
SUTTON AND SONS—READING,
AND
E. J. BOWEN—SAN FRANCISCO.
LANE, CRAWFORD & Co.
Hongkong, 1st September, 1880. [37

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL,
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th May, 1880. [847

JOSEPH GILLOTT'S
STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers.

FOR SALE.

PORTLAND CEMENT.
JUSTUS LEMBKE & Co.
Hongkong, 12th August, 1880. [1319

FOR SALE, CHEAP.

A FEW EXCELLENT VILLA BUILDING PLOTS on BONHAM ROAD, on Leases of 979 years, at a nominal Crown Rent.
Apply to
H. A. WOOLNOUGH,
Hongkong Dispensary.
Hongkong, 16th July, 1880. [1196

FOR SALE.

SCHIEDAM GENEVER in STONE JARS. PRIME RIFLES and SALOON RIFLES, CARTRIDGE CASES, and RE-LOADING CAPS, Good NAVY COCOA, &c., &c.
Apply to J. F. SCHEFFER,
51, Praya Central.
Hongkong, 18th August, 1880. [1307

FOR SALE.

MUNTZ'S PATENT YELLOW METAL SHEATHING, ALL SIZES; and COMPOSITION NAILS, in Lots to suit Purchasers.
G. R. LAMMERT,
Peddar's Wharf Buildings.
Hongkong, 29th July, 1880. [1255

FOR SALE.

KEROSINE OIL, DEVOE'S and PRATT'S. American LAGER BEER.
VOGEL & Co.
Hongkong, 6th July, 1880. 1124

FOR SALE.

CUTLER, PALMER & Co.'s
CLARETS, at $13½, $9, $8, $7, $5, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.
HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.
BRANDIES, *** *** and ****, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.
Detailed Price Lists on application to
SIEMSSEN & Co.
Hongkong, 6th January, 1880. [28

FOR SALE.

DICTIONNAIRE CHINOIS—FRANCAIS ET LATIN,
By M. DE GUIGNES.
1 vol., strongly bound, and in excellent condition. Apply to LEONG AKIT, *Daily Press* Office.

FOR SALE.

CUTLER, PALMER'S
CELEBRATED
WINES AND COGNAC.
Price List on application.
F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [33

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1879.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1880.

DYNAMITE, FUSES, DETONATORS, &c., from
NOBEL'S EXPLOSIVES CO., LIMITED,
GLASGOW,
can be had in any quantity on application to
THE BORNEO CO., LIMITED,
Agents.
Hongkong, 9th March, 1880. [429

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [1094

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869.
"VIN DES PRINCES."
$18 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7 .... per case of 1 dozen quarts.
$8 .... per case of 2 dozen pints.
CHATEAU BELAIR.
$7 .... per case of 1 dozen quarts.
LORMONT.—
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 13th February, 1880.

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "TELEMACHUS," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 15th instant for shipment per Steamer "BELLEROPHON."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th September, 1880. [1453

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "TELEMACHUS" are hereby notified that the Cargo is being discharged into Craft, and or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th September, 1880.

Goods undelivered after the 15th September, 1880, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th September, 1880. [1377

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

The Steamship
"EUPHRATES,"
Captain Mitchell, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at their risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented before the 11th instant, or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, 6th September, 1880. [1440

CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE Steamship
"LOUDOUN CASTLE,"
Marshall, Commander, having arrived from the above Ports, Consignees of Cargo, including Cargo per Steamer "TRINACRIA," from New York, are hereby informed that all Goods (with the exception of Opium) are being landed at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on unless notice to the contrary be given before FIVE P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 10th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 3rd September, 1880. [1411

NOTICE.

F (N in diamond) F. 2001/2500, 500 Boxes WINDOW GLASS;
G (N in diamond) G. 2501/3000, 500 Boxes WINDOW GLASS;
Shipped by STEINMANN and LUDWIG.

CONSIGNEES of the above-named Cargo, ex "CORA," are hereby informed that their Goods have been landed and stored and are now lying at their risk and expense, uninsured against fire, in the Godowns of the Undersigned.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 25th August, 1880. [1382

AMERICAN SHIP "CORA," FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that before delivery can be obtained they will be required to sign the Average Bond.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 20th August, 1880. [1355

NOTICE TO CONSIGNEES.

AMERICAN SHIP "SAN JOAQUIN," FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 10th August, 1880. [1308

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "OXUS."
MN EDC { 4560/61, Mr. Paul Mignard, 2 Casks Cognac, from Marseilles.

G. DE CHAMPEAUX,
Agent.
Hongkong, 7th September, 1880.

CHAS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS,
Have been appointed Sole Agents for VOIGTLANDER and SOHN'S Celebrated MARINE GLASSES, OPERA GLASSES, and TELESCOPES.
Hongkong, 4th September, 1880. [1435

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [20

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

INTIMATIONS.

FOR SHANGHAI.

THE Steamship
"YANGTSZE,"
Captain E. Schultze, will be despatched for the above Port TO-DAY, the 10th instant, at FIVE P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 9th September, 1880. [1455

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"TELEMACHUS,"
Captain H. Jones, will be despatched on or about the 1st October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th September, 1880. [1377

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"AJAX,"
Captain A. Kidd, will be despatched on or about the 9th October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th September, 1880. [1365

UNFURNISHED ROOMS required for an English Lady and Gentleman, without children. Address S. M., Office of this Paper.
Hongkong, 10th September, 1880. [1m1453

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL & Co.
Hongkong, 10th September, 1880. [1457

FOR SALE.

ONE IRON WATER TANK, 1,500 Gallons.
Apply to MORE AND SEIMUND.
Hongkong, 9th September, 1880. [w1452

CRICKET.

THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held at the HONGKONG CLUB on TUESDAY NEXT, 14th instant, at SIX o'Clock P.M.

Gentlemen wishing to join the Cricket Club are requested to communicate with the Honorary Secretary.

WILLIAM HYNES,
Honorary Secretary, H.K.C.C.
Hongkong, 8th September, 1880. [1449

NOTICE.

THE Public are WARNED against RECEIVING FIVE DOLLARS NOTES of the HONGKONG AND SHANGHAI BANKING CORPORATION numbered 122,001 to 122,500, dated 23rd May, 1877, and signed by EDWARD COPE, pro Manager, and R. A. NELSON, pro Accountant; these Notes having been STOLEN.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.
Hongkong, 31st August, 1880. [1415

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the half-year ended 30th June, 1880, on or before September 30th, on which date the Accounts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 25th August, 1880. [1388

NOTICE.

MONSIEUR DEVILLE, MANUFACTURER of CHEMICAL PRODUCTS, 67, Faubourg St. Denis, Paris, has the honour to announce to the Public that the following ARTICLES of the UTMOST UTILITY IN EVERY HOUSEHOLD, and of which he is Inventor and Sole Manufacturer, are to be obtained in Hongkong from the undermentioned Firms:—

L'ARGENTINE DEVILLE,
Purveyor to the various Courts of Europe.

This celebrated liquid, which is guaranteed to be a solution of pure silver, is the only composition whereby articles of brass, copper, and all kinds of plated goods can be silvered without the aid of the electric battery.

DEVILLE'S RENOVATOR.

For restoring instantaneously all kinds of varnished and polished furniture without distinction of colour, Billiard Tables, Pianos, Sewing Machines, Iron Bedsteads, Carriages, and Patent Leather, and when used on fixtures or dry goods stores will be found efficacious in preventing ants eating the wood and goods.

DEVILLE'S GUTTA PERCHA OIL.

For Harness, Carriage Covers, Hunting Boots, and to renew the brilliancy of Morocco leather of blue, green, black, or any dark colour, without altering the colour, and to prevent Boots, &c., being eaten by insects and rendering the leather soft and waterproof.

On Sale by—
LANE, CRAWFORD & Co.,
SAYLE & Co.,
KRUSE & Co. [1374

THE STAG HOTEL,
QUEEN'S ROAD HONGKONG.

This Hotel is centrally situated, and within a few minutes walk of the principal Landing Stages.

Tiffin at ONE o'clock. Dinner at SEVEN.
Good Accommodation for Visitors.
New English and American Billiard Tables.
35] J. COOK, PROPRIETOR.

AFONG,
PHOTOGRAPHER,
By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNGCHOW, have recently been added to the above.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

D. K. GRIFFITH holds authority to SIGN.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel.

NOTICE.

THE Undersigned Firm has been established in Hongkong for more than THIRTY YEARS, and has never had a branch establishment anywhere. All Orders for Goods have been executed under our own supervision and the best materials used.

We have always enjoyed the patronage and confidence of the Gentry and Merchants of Hongkong and Ports near and far, but now we are afraid that as another firm has lately been started having a SIMILAR HONG NAME, our Customers may be misled and induced to think it is identical with ours.

Accordingly we give notice that we have NO CONNECTION WITH ANY OTHER FIRM, and respectfully ask our Customers and the Public to pay particular attention to our Address given below, and our Chop, which is stamped on all our Goods, and without which none are genuine.

SUN SHING.
Fancy Goods and Silks Shop,
62, QUEEN'S ROAD CENTRAL.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements which are not ordered for a fixed eriod will be continued until countermanded.

The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1880.

WE reproduce, in another column, an article from the *Japan Gazette*, on LI HUNG-CHANG, the Grand Secretary of Council and Viceroy of Chihli, which has apparently been written or inspired by a foreigner formerly in the Chinese official service. In fact, the opinions of an official friend are freely quoted, and these are most decidedly adverse to the great Viceroy. The charge alleged to have been laid against His Excellency LI by the Censors is reiterated, but in a more emphatic manner, by this writer. He says, speaking of the Viceroy:—"LI has genius and is an extraordinary man, but his talent lies in politics. He is not a good administrator; he generally selects servile and bad officials for posts, and, judged by *our* notions, has not even a theoretical knowledge of war as we understand it. He is too proud and conceited to take advice . . . . I agree to . . . opinion that LI has no military talent, and in case of a serious or foreign war would make dreadful mistakes. LI will spend much money and will probably get good arms, but if he had to direct the defence of the long coast and Formosa as well, against an invading force supported by a good fleet, and commanded by an active general, he would be helpless. The officers of the Chinese army would in a few days show their worthlessness and the armies of China might dissolve into mobs." About the correctness of the last sentence there can be little doubt. The Chinese officers are notoriously incompetent. Not only are they utterly ignorant of discipline as understood among European armies, but they know nothing of military tactics. What they do understand and implicitly believe is the truth of the Hudibrastic couplet—

> For those that fly may fight again,
> Which he can never do that's slain—

and they take exceedingly good care that they are not numbered with the slain. As we have often remarked, the Chinese army can never be worth anything when pitted against Western troops until it is better officered. The writer in our Yokohama contemporary recommends the employment of foreign adventurers, and there is no doubt that they would be a great improvement on native officers, but when opposed to skilled officers like the Russians it is doubtful whether they would prove able to make a successful stand.

Returning, however, to the denunciation of the Viceroy of Chihli in the article before-mentioned, although we have no direct information from Peking, there seems to be a political ferment going on in the North, which cannot be readily explained. We are very much inclined to think the statements made about LI HUNG-CHANG are exaggerated, but it is well known that he is not on good terms with most of those now in power at Peking. This is the fruit, however, more of jealousy on the part of certain members of the Government than any belief that LI has betrayed the interests of the Empire. The Peking Government is, if all reports are true, a house divided against itself, and some sort of revolution may possibly take place before long unless the rival members of the Imperial Council conclude to sink their differences and act together to repel the aggressive spirit manifested by Russia. The present is not the time for dissension and personal rivalry, and the Peking Ministers cannot be so blind as not to be able to recognise this fact. Whatever designs, therefore, Prince CH'UN and TSO TSUNG-TANG may have to procure the downfall of the seemingly puissant ruler of Chihli, they will not do anything calculated to compel him to stand actively on the defensive. Neither is LI foolish or unpatriotic enough to attempt any overt act of hostility against the Ta-tsing dynasty at a period when foreign invasion threatens the empire. We do not even know that he is in a position to resist an Imperial Decree; his power, which seems so great, may be factitious to a large extent. He has worked hard to promote what he considered the interests of his country, and though he has not always acted wisely, well, or in good faith, we scarcely think he has deserved so ill of his fellow-countrymen as the writer in the *Japan Gazette* would have us believe.

The German corvette *Freya*, Captain von Hippel left here yesterday for Yokohama.

The Portuguese gunboat *Mand vi* was towed over to the Kowloon dock yesterday morning.

The Messageries Maritimes Company's steamer *Irawaddy*, with the next outward French mail, left Saigon at 3 p.m. and passed Cape St. James at 8 p.m. on the 8th inst. for this port.

The long-talked of new Water Police Station has at last been decided upon. It is to be built at Tsim Tsa Tsoi, and, we understand, that the work is to be commenced next month.

The Hon. M. S. Tonnochy took his seat on the Bench yesterday, having consented to act for the Hon. C. B. Plunket, whose state of health, we regret to say, still prevents him from performing the duties of his post.

Mr. John Wong Chun has been appointed Acting Fourth Clerk at the Magistracy, vice Mr. Ng Kwai Shang, promoted to be temporary clerk in the Colonial Secretary's office. Mr. John Wong Chun was educated at Demerara, British Guiana, and is a catechist of St. Stephen's Church Mission. He was in the Government service in 1873, but resigned in 1875. Mr. A. S. Martin has been appointed Usher, and Mr. T. M. Lopez, Assistant Usher, at the Police Court. Both of these appointments are the results of competitive examination.

The arguments in the Opium Farm appeal case were concluded in the Supreme Court yesterday, and arrangement was finally come to between the parties that the injunction against the defendants, Ban Hap and others, sought to be dissolved, should be suspended until after the vacation, security in $50,000 being given by the defendants, the parties in the meantime seeking to effect a settlement of the whole suit, the costs up to the present to be costs in the cause. It was mentioned that some concessions had been made by the Yan Wo in respect of their terms for boiling, which were one of the matters complained of by the plaintiffs, and it was also intimated that an agreement might possibly be come to with reference to a reconstitution of the company.

The charge now made for gas to the public of Hongkong is so disproportionate to the prices ruling in England and so much higher than at any other place in the East that it is with much pleasure we learn of an application that has been made to His Excellency the Governor for permission to use the streets and roads of the city for the purpose of forming another gas undertaking in Victoria. The present gas company has a monopoly of the colony, is weighted with the enormous share capital of £65,000—which we are informed is far more than the new company will require—and has to be worked by two boards of directors with the attendant expenses owing to the firm being London instead of local owned, which we submit is opposed to all ideas of economy in working and against the interests of the consumer. We trust that the consent of the Executive will be readily accorded to a scheme so desirable and beneficial to the interests of the community as a new undertaking of this description must necessarily prove to be. We feel assured that a large and increased consumption will result from competition, and await further particulars with much interest.

POLICE COURT.

9th September.

BEFORE THE HON. M. S. TONNOCHY.

DRUNKENNESS.

William Bennet, a seaman on the American barque *W. H. Dudley* was charged with being drunk and disorderly in the Queen's-road on the previous night.—Cautioned and discharged.

FIGHTING.

Mak Ai and Lai Ahau were charged with fighting in Square-street on Wednesday afternoon at half-past three o'clock and causing a large crowd to assemble.

In defence, the first prisoner said, he was walking with his wife when the second prisoner threw some vegetables at her. She called out, and he scolded the second prisoner, which resulted in a fight.

The second prisoner said he was hawking vegetables when the first prisoner wanted to buy some of his goods and they quarrelled over the price, and ultimately fought.

Fined twenty-five cents each; in default, three days' imprisonment.

EXPOSING KEROSINE FOR SALE.

Ko Atak, a hawker, was charged with exposing for sale about twelve pounds of kerosine oil in one tin on the 8th inst.

P.C. 327 said—Yesterday afternoon I saw the prisoner carrying a large tin case of kerosine for sale in the streets. I asked him what he was going to do with it, and he said he was going to sell it. There was nothing on the case stating its contents, and it was not sealed down.

The prisoner admitted the charge.

Fined $5; in default, fourteen days' imprisonment with hard labour. The oil to be forfeited.

BEFORE THE HON. NG CHOY.

LARCENY ON BOARD A STEAMER.

Pak Pok was charged with stealing a pillow-box containing $90 in silver, and seven pieces of clothing value $105, on board the steamer *Telemachus*.

The owner of the property had occasion to leave the place where he was staying and on his return found that the pillow-box containing the money and clothes, and the prisoner, were missing. A fellow passenger, however, saw the prisoner carrying the box away, and the matter was referred to the captain, who arrested the prisoner and detained him.

Sentenced to five months' imprisonment with hard labour.

STEALING EARRINGS.

Mak Awing was charged with stealing a pair of earrings, value $2, from the person of one Pun Afun, a married woman.

The prisoner, who pleaded guilty, was sentenced to three months' imprisonment with hard labour.

PAK KOP PIU.

Wong Chung Ng and two others were charged with public gambling in the Hollywood-road, and keeping an agency for dealing in the Pak Kop Piu lottery.

The second prisoner pleaded guilty, and Inspector Perry, under these circumstances withdrew the charge against the others, and they were discharged.

Fined $100; in default, three months' imprisonment with hard labour.

THE GEOLOGY OF HONGKONG.

(SECOND PAPER.)

CAUSES OF THE DISINTEGRATION OF THE HORNBLENDIC GRANITE.

Granitic rocks are composed of materials unusually susceptible to climatic dissolving influences, particularly to the action of heavy rains, owing to the degradation of their chemical alkaline constituents by the debasing influence of water, which is the principal active chemical and mechanical agent in effecting these changes. The facility with which this decomposition is carried out in various granites depends on which of the mineral ingredients are first liable to the solvent action of water, upon which there is some difficulty in deciding. Oxygen exerts an injurious action on rocks having oxydes of iron in their composition, for it readily unites with them and destroys their original cohesion; carbonic acid is a much more powerful solvent, more especially in those rocks which have a calcareous base or matrix, making it more liable to rapid disaggregation, and thus rendering it pulverulent by its insidious chemical destructance; this destructive influence becomes more intense where a permanent thick layer of wet matter in a pasty condition is in contact, as the chemical destructive activity may be regarded as continuous. All the foregoing causes are much accelerated by any increased temperature of the water, and also to a considerable extent by the presence of nitric acid during thunderstorms, both of which aggravating causes are found to their greatest extent in the tropics.

The whole of the foregoing agencies can, in every respect, be applied to account for the destructance of the Hongkong granite, viz.:—1st—The frequent heavy rains. 2nd—The presence of a large percentage of protoxide of iron in the rock. 3rd—The calcareous base or matrix of the rocks, the felspar being oligoclase or soda-lime. Lastly, the increased temperature in the water of the tropics, and the frequency of thunderstorms developing nitric acid, the rain usually accompanying absorbing the acid and thus becoming a ready vehicle for its further destructive influence.

In confirmation of the foregoing, the following is an analysis of water taken from a well in Murray Barracks, which it is presumed would tolerably well represent all the spring water, at least at the north side of the island:—

	IN GRAINS PER IMPERIAL GALLON.
Total Mineral Constituents	9.50
Composed of (avoiding a second place of decimals)—	
Sulphate of lime	1.7
Carbonate of lime	1.5
Carbonate of magnesia	.8
Chloride of sodium	4.7
Nitrate of potassium	.5
Ammonia (a trace)	
Lead	.001
Peroxide of iron in suspension	.2

In the analysis of the water can be perceived the presence of carbonic and nitric acids, the alkalies, magnesia, soda, and potash, the alkaline earth lime, and the metals iron and lead, the whole, with the exception of the organic matter, ammonia, being contained in the source the water is derived from, resulting from the decomposition of the inorganic matter.

The mean chemical composition of the type of eruptive rock we are regarding being:—

Silica	51.5	Oxides of iron and manganese	13.0
Alumina	16.0		
Potash	1.0	Water, fluorine, & carbonic acid	1.3
Soda	3.0		
Lime	8.0	The specific gravity being	2.95
Magnesia	6.0		

Although not appertaining to the subject matter of this paper, it may be satisfactory to add that hygienists would class the water as good ordinary drinking water, containing less than five degrees of hardness, *i.e.*, five grains of lime to a gallon; it is classed as soft and answers well for culinary and lavatory uses, requiring for the latter purpose little soap; the presence also of sulphate of lime (plaster of Paris) entirely prevents lead contamination.—J. M. F., F.R.G.S.I.

Hongkong, 7th September, 1880.

POEM ON BUDDHA.

II.

Since writing the former article, I have taken up Dr. Edkins' new work on "Chinese Buddhism," whence I cull the following notes:—"The Thibetan inscriptions at P'u-to, which have frequently attracted the notice of foreign visitors, probably owe their origin to some far-travelled devotee from that country. Kwan-shi-yin is the national protector of the Thibetans, and as Huc informs us, monuments with the words *Om mani padme hum*, a sentence which occurs on the P'u-to stones, are everywhere seen there (p. 139 note)." . . . "The words used by the magician for the most part have no meaning. They are senseless clatter. The sounds are Sanskrit, but the words usually not so . . . *Om mani padme hum* is one of the most common. *Padme* is "lotus" [not exactly, but the dative case "in or on lotus"]; *mani* is a "precious stone;" *om* is [as is also *hum*] a sacred "Hindoo symbol." It is written in Sanskrit characters under the eaves of all the Lama temples in Peking," (p. 406). After the long summary already given of notes and translations, the question still comes back to us: what means the prayer *Om mani padme hum*? I do not believe that it is mere "senseless clatter," as Dr. Edkins would have it; but suggest as a more likely interpretation that the jewel *(mani)* represents the perfected Buddha who has reached Nirvâna, which state is represented by the lotus. The prayer, then, or exclamation, is uttered in adoration to the great Buddha, meditating on whom the suppliant hopes to be fitted for the same blessed state. If this view of the matter is untenable, perhaps the idea put forth by Mr. Arnold in the lines quoted before may be considered. I take his meaning to be this: Every seeker of Nirvâna is like a dew-drop on a lotus-leaf, which drop is made, by means of external and superior agency to mix itself in the shining sea of universal Buddhahood or Nirvâna. It is unsafe to attempt to expound the views of others, especially when expressed in poetry, but if this be Mr. Arnold's view it does not seem so feasible as the one already advanced, as in this case the suppliant would be addressing himself—his only personality being the dew-drop hailed on lotus-leaf. We must also remember that Buddha is often represented as seated on the lotus, so that "jewel on lotus" would be a very apt name for the great saviour of the East.

Another point which I wished to call attention is was the use of numbers. I think there can be no doubt that the use of numbers by Chinese, Chaldeans, and Hindûs, in what we might call an alliterative sense, was for aiding the memory in times when it was difficult to write down, or have ready for reference, the numbers required. We see this not merely in the numerical tables, where we have, *e.g.*, the 3 rivers, the 3 forms of sacrifice, the 3 powers of nature and the like, but in the feasts and birthdays of gods which come on the 1st of the 1st month, the 2nd of the 2nd month, the 5th of the 5th month, the 7th of the 7th month, and soon. I have already referred in these columns to the use of the number 108 as a favourite among Buddhists. "There are 108 beads in a rosary, 108 cash in a sword charm, prayers or the name of Buddha should be repeated 108 times, and as many beats should be sounded on the drum at matins and vespers." There are 108 compartments in the *Phrabat* or sacred foot-print of Buddha. Williams tells us ("Modern India," p. 80) that the rosary of the Vaishnavas also consists of the same number of beads. In Mr. Arnold's poem we read among other things of "the five sure signs of birth," which again become "the marks, thirty and two, of blessed birth," or "the sacred primal signs thirty and two, the eighty lesser tokens." Not having my works of reference at hand, I am unable to say whether this subject has received the full treatment it deserves and requires. But I can do no more than point to it here.

To take out all the gems from this beautiful poem would be to leave very little behind. The setting, too, is such as becomes diamonds of the first water; and I shall therefore content myself with making one or two brief extracts such as I think will serve to whet the appetites not only of the smaller circle of students of Buddhism, but the larger circle of lovers of sublime poetry. Think for example of the tempest accompanied

> . . . . with blinding lightning, flung
> In jagged javelins of purple wrath
> From splitting skies;

Or of the stars, which he describes as

> The silver islands of a sapphire sea
> Shoreless, unfathomed, undiminished, stirred
> With waves which roll in restless tides of change.
>
> * * * *
>
> . . . . . Star to star
> Flashing the ceaseless radiance of life
> From centres ever shifting into cirques
> Knowing no uttermost.

I close with following lines, from p. 170, which tell us

> . . . . . How sorrow is
> Shadow to life, moving where life doth move;
> Not to be laid aside until one lays
> Living aside, with all its changing states,
> Birth, growth, decay, love, hatred, pleasure, pain,
> Being and doing.

July 29th, 1880.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

BOMBAY, September 8th.

THE DEFEAT OF AYOUB KHAN.

Ayoub Khan has fled: his loss is 32 guns and the slaughter of the enemy was great. The British loss is 248, and no prisoners taken.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

September 8th.

In view of the possibility of war with Russia it is stated that the Viceroy intends to levy upon all shops in the city the amount of a month's rent in order to provide funds to defray the expense of the defence of Canton. Preparations have already been made for operations on the river and arrangements made with a large number of junks to be in readiness should their services be required.

The newly appointed Judge, Cheung Sin, left for Peking on the 6th instant for the usual audience with the Emperor.

In consequence of a petition from certain gentry, a small military force was dispatched the other day to Fatshan to make a raid upon the Wai Shing lottery agency shops. Several shops were closed, and thirteen prisoners were brought down to Canton the following day.

The Provincial Treasurer, I hear, is exceedingly wroth because six districts have not paid up the whole of the land tax. The Magistrates have been directed to collect it immediately; should they fail they will probably be degraded. The districts in question are Chan Hoi, Pun Yu, Shun Tak, Heung Shan, Tung Kün, and Sun Hui.

NINGPO.

1st September.

The many friends of Mr. Edmund Wheatley, late Tide Surveyor at Ningpo, will be grieved to learn that he is now no more. He died on Wednesday afternoon at Ningpo after a short illness. He had attempted to come up to Shanghai, in the *Kiangteen* on Wednesday afternoon, but was so sick that he had to be removed back to his own house, where he expired shortly afterwards. Mr. Wheatley was the most noted advocate of the temperance cause in the East, and its friends will miss him greatly. He joined the I. M. Customs in 1864 and a few years afterwards entered heart and soul into temperance work, labouring principally among the sailors on board British and American ships. He was a wonderful man, and his success with the sailors was remarkable. Take for instance the *Monocacy*, *Ashuelot*, and *Palos*. In a few days Mr. Wheatley took the pledges of one hundred and six men on board these vessels. His influence over the men was wonderful, and on one occasion he induced nearly every sailor on board a British gunboat to give up his grog. Wherever he went, he advocated temperance principles, and won the esteem of all. When he left Tientsin, on a trip home, the sailors on board a gunboat, manned the yards and gave him three cheers. When home in England, he lectured in Exeter Hall, the Rev. Mr. Spurgeon's Tabernacle, and other noted places all over England, delivering seventy-four lectures in all. Before his return to the East he got married, and Mrs. Wheatly helped him considerably by her musical talent. To bid him farewell, a meeting was convened by the National Temperance League in London, and among the speakers were Major-General F. Eardley-Wilmot and some noted Temperance workers. On his return to the East he immediately set to work again and was always happy when he could preach temperance. He has been heard on several occasions on the platform of the Shanghai Temperance Society, when his wonderful store of anecdotes kept the audience in roars of laughter, while at the same time, he instilled temperance truths and figures. He was to have taken part in the coming Temperance Demonstration and given an address. Mr. Wheatley was a liberal man, and failed not to put his hand into his pocket whenever a case deserving aid was brought to his notice. He was a warm advocate of the claims of the London Temperance Hospital, and indeed of all institutions connected with total abstinence. He was a member of the editorial committee of the *Temperance Union*, and a voluminous writer for other temperance papers and to seamen, in whom he took great interest. He was known far and wide as an active temperance worker and congenial gentleman. When the news of his death spread through Ningpo, all the flags ashore and afloat, including three Chinese gunboats were lowered to half-mast, so well was he liked and respected.—*Shanghai Courier.*

SHANGHAI.

The Literary Chancellor of this province, His Wen-tsung, died on the 29th ult. at Soochow, and on the 1st inst. the Governor assumed the seals of office of the deceased Chancellor. His Wen-tsung was a man of note in the Empire. Besides having been tutor to the late Emperor Tung Ch'ih, he had been entrusted on various occasions with important duties.

The District Magistrate of Shanghai, like all others in this province, has received an order requiring, in addition to the ordinary taxes, a further tax of 12 *cash* per man, the object being the storing of grain for use in case of famine. Accordingly Moh issues his "special proclamation, which none are to disobey," to comply with the Governor's orders.

Lovers of the miraculous among the natives have just been entertained by an account of a "find" at Yangchow. A thunderstorm lately passed over that district, and the lightning struck a tomb, from which smoke was immediately seen to issue. A man who effected entrance found by the side of a large coffin a gemmeous bowl which had been used for the *manes* of the person of rank who was therein interred. Next the adventurous explorer broke open the coffin, and finding that it enclosed a smaller coffin, opened that also. The corpse was that of an aged man, for his beard reached to his knees. He had at his side a valuable sword, and a pearl under his chin. Of these treasures the finder took possession. Subsequently he returned to renew his search, but he then found that the corpse had crumbled to ashes. This alarmed him, and he quitted the neighbourhood, not from fear of ghosts, but from an apprehension that he might be wanted at the yamên to give an account of his archæological researches. An inscription on the coffin showed it to be a thousand years old.—*Daily News.*

The "House" loves the fair sex, and so with commendable gallantry duly christens some of its favourite stocks with women's names. Thus, Sheffield Deferred are called "Sarahs;" North British, "Dinahs;" and Brighton A's, "Berthas." The holders of these latter, by the way, must feel pleased with themselves after reading the speech made by the chairman of the Brighton Company at the meeting on the 20th July. That his statement was a singularly true and correct one is best gauged by the fact that it was considered too optimistic by the bears, and too qualified by the bulls.—*Pall Mall Gazette.*

CHINESE FOREIGN POLICY.

At the present time the question of European relations with China is assuming greater importance than at any previous time, and it has become quite clear that in the immediate future Chinese politics will have to be studied with much more attention than we have hitherto devoted to them. The marvellous change which has taken place in the attitude of China herself towards Europe is in itself one of the great political features of the time. Her ambassadors have thoroughly advised the Imperial Council as to the respective standing of the various European States, and this newly acquired knowledge has been turned to good purpose in recent action. But by far the best evidence of the Chinese capacity to understand what is going on, and to appreciate her own position, is contained in the instructions of the Tsung-li Yamên to the Chinese Ministers abroad.

These instructions were issued in March, 1878, and very much to the point they are. They commence by claiming for China a rigid adherence to the treaties which she has signed, and stating that complaints have arisen in the main from accidents to individuals and from the incidence of taxation. As to the former, no amount of foresight can always guard against them, and the latter arises from a difference in reading the treaty. But treaties may be revised once in every ten years, and it is in reference to these revisions that the instructions are issued. Four cardinal points are named on which in the opinion of the Tsung-li Yamên they have hitherto failed to make the Chinese view understood. These are transit, lekin taxation, exterritoriality, and the "most favoured nation" clause. The opinion of the Chinese Government on these various points is put forward with a calmness, a precision, and a brevity, that would do credit to the ablest European State paper. On the point of transit inwards and outwards the remarks of the Tsung-li Yamên are too technical to be of much general interest, but the principles regulating certificated and uncertificated merchandise are clearly laid down. With reference to the lekin dues, about which there has been so much dispute between our own Government and that of China, it is plainly stated that the dues are as objectionable to Chinese merchants as they are to foreigners, and that the Chinese Government regards them as only a temporary expedient.

"Independent Powers must be guided by national necessities in fixing their taxation. In these troublous times the demands on the Government are very heavy, and it is impossible to avoid having recourse to special measures. We maintain that all such matters should be left to be determined by China herself, and that the foreigner has no more right to interfere with or object to them than China would have to interfere with or criticise the action of a foreign Government in raising loans or increasing taxes."

An excellent national sentiment, exceedingly well put. Besides, the foreigner can, it is pointed out, escape the lekin by proper precautions.

No doubt China, in the conduct of the negotiations about these dues, has shown a tendency to slippery dealing; but the subject is a difficult one and much complicated, as the Tsung-li Yamên are themselves perfectly well aware, by the unauthorized actions of powerful mandarins in their own provinces. That is where most of the difficulties in China arise—the local authorities place obstacles in the way of a fair interpretation of treaty rights. Where, however, the position of China is maintained most forcibly is in the paragraph which deals with jurisdiction or territoriality. This is in every way so admirable that did space permit we should quote it at length. By the treaties foreigners in China are allowed to be dealt with by their own authorities. But more than this is claimed, and foreigners interpret this privilege as meaning that they may override the Chinese regulations with impunity. To this the Tsung-li Yamên cannot consent. China has granted no such permission to foreigners by any treaty. Foreigners in China must obey the laws of China, only if they break them they are to be punished by their own national officials in accordance with their own national laws. Can anything be more reasonable than this? "In a word," to quote the State paper, "the true meaning of the exterritoriality clause is not that a foreigner is at liberty to break Chinese laws, but that if he offends he shall be punished by his own national officials. But, that arrangement having been made, there is another point, too; and this is that foreign Governments should take care that, foreign consuls being vested with this great authority, only good and 'trustworthy' men should be appointed to these posts. Several States, however, appoint merchant-consuls, who are often quite unfit to discharge judicial functions.

"Moreover, where cases requiring joint investigation occur it is neither convenient nor dignified for a Chinese official to sit on the bench with a merchant-consul, who may have been fined for smuggling the day before, or who in his mercantile capacity may perhaps be personally interested in the case at issue."

That the Chinese authorities here take a very intelligible view of that which is right and proper none can dispute. We ourselves are a good deal too much in the habit of forgetting that in dealing with China we are brought in contact with a civilized nation which, though it is not so advanced as we are, has a perfect conception of its own dignity; and in theory, at least, an admirable code of laws, especially in reference to commercial matters. Even lately, too, it has been remarkable, as in the affair with the Portuguese at Macao, how resolute the Chinese have been in taking their stand upon treaties. Those they are willing to observe, and to explain why they have not been fully carried out. Once outside treaty, however, and there is no more security with them than there would be with a European nation. With respect to the most favoured nation clause, the Tsung-li Yamên contend that as "it is difficult to distinguish between foreigners, or to say which belongs to which nationality," it is only right that the most favoured nation clause should extend to all. But then no nation must accept the privilege without giving the corresponding consideration in the original treaty. To claim the benefit of the clause otherwise is unfair, and against this the Chinese agents are authorized to protest.

The last instruction relates to missionaries, and here again China takes up ground which is to our mind absolutely impregnable. Recognizing that "the object of all religious systems is to do men good," China has granted the missionaries protection. But some of those missionaries, "exalting the importance of their office, arrogate to themselves an official status," and interfere with Chinese official business. "This state of things China cannot tolerate or submit to." By the exterritoriality clause foreigners are to be dealt with by their own national authorities; but Chinese subjects on Chinese soil, whether Christians or not Christians, are to be dealt with by Chinese officials under Chinese law, and missionaries must keep "hands off." In conclusion, the Chinese say what is needed for the modification of treaties is "reciprocal consideration and mutual forbearance."

Thus ends this very remarkable document—remarkable as showing great clearness of mind and firmness of judgment combined with a sound national spirit. In our future business with China it would be well if we remembered that men who so thoroughly understand their own position may be not incapable of appreciating ours—even where the highest considerations of international morality are involved.—*Pall Mall Gazette.*

LI HUNG-CHANG.

It is certain that Russia is straining her military and navy resources to the utmost, to get ready for combined attack—by sea by land—upon China, the councils of China become more and more discordant, and the highest officials are divided into two hostile camps.

The feuds of past years, though often suppressed for a while, are once more aflame, and the two antagonistic parties are so bitterly opposed to each other that the common enemy is disregarded; no preparations are being made against him, and it is becoming possible that Russia, through the blind hatreds of the reckless factions, may, at a critical time, obtain an easy and possibly unopposed triumph.

Ever since Tsêng Kuo-fan died, Li Hung-chang has been regarded as his legitimate successor. Li, has, however,—but not consequently—been regarded by the Court party and by the majority of officials, high and low, as an object for mingled dread and hate; and it is a sure proof of extraordinary ability and dominant character, that he has been able to keep his post and power so long. He is accused of being ambitious, but undoubtedly he has served the State loyally. On some notable occasions he might have upset the dynasty; the temptation was before him; he probably had the power and he could have imposed terms that at least would have raised him into dictatorship; but he let the opportunities, one after the other, pass by unused, so that no one has the right to impute disloyal projects. Li's history refutes the charge. But although he has rendered a series of vast services to the Ta-ts'ing dynasty, he has always been a suspected man. Now Tsêng Kuo-fan rendered even greater services to China than Li has done, but a word of suspicion was never uttered against him. Tsêng to the day of his death was revered alike by Manchu and Chinaman, and by consent was regarded as the greatest subject, not of the age, but of the dynastic period. Tso is a most eminent Chinaman, but excites no jealousy, although he is known to cherish desires for reforms that would cut at the root of the chief provincial corruptions and abuses of the Empire. There was another man of like rank and equality of importance with Tso, and, like Tso, always enjoyed the full trust of the Manchu Court, of Chinese officialdom, and of the Chinese people as well. But Li is always under strong and general suspicion; in consequence he has to suffer continual opposition, and there is incessant irritating attrition between him and his peers. He is a man of fierce temper, harsh, vindictive, insatiably greedy, and a nepotist whose abuse of power scandalises even Chinese officials, but as nearly all the high men of the Empire have, in degree, similar moral defectiveness and absence of "sweetness and light," the common antipathy against Li is not explained. Probably a true solution would be, that after the death of Tsêng Kuo-fan, Li formed or headed the beginnings of a nationalist party amongst officials, high and low. Such a party has abundant materials to its hand in the numerous secret societies which exist, whose formulated design is the re-erection of a purely Chinese dynasty, the first step for which would be the expulsion of the Manchus. So that although Li has many elements of weakness, Peking may yet be afraid to try conclusions with a possible national leader, whose brother is Viceroy of Hupeh, and whose adherents have been carefully distributed throughout the Empire.

For a time Li's position was stronger than it is now, as Shên Pao-chên arranged a pact between the two rivals Li and Tso, and it was faithfully observed as long as Shên lived. As soon as Shên—the great Moderator of Chinese politics—died, the divergence between Li and Tso became manifest. A seeming truce was made for a time upon Ch'ung How's return from Livadia, but at present the two chiefs of China are in open hostility. We have no reason to doubt what we hear from China, that the memorials presented to the Empresses against Li—smoke proving the presence of fire—have had the sanction of Tso, who is openly in league with the Emperor's father, the Prince of Ch'un. The incident, which reproduces on a large scale some previous occurrences, is certainly of great importance, and may be the movement of the long impending and radical revolution in Chinese politics. In one or two weeks, as events are now moving fast, we will know whether the urgent need of the Empire will induce rulers of China to cast away all fractious intrigues, for the present at least, so as to unite the forces of the Empire against Russian attack, or, what at the moment seems more likely, the bitter feud will go on, and the Empire will be given over as a prey for Russia.

If the Empresses should have courage enough to degrade Li by edict, we do not think he would resist the mandate. His position is essentially precarious. Almost all the high officials are inimical to him, his soldiers have on three or four occasions revolted against his harshness, and, although he is a great name in the Empire, he has always been distinctly unpopular and mistrusted. If Li should resist, he would probably be opposed by every provincial Governor except him of Hupeh, and though Peking is indefensible against a man who holds the Peiho and Tientsin forts, and has 70,000 well-armed and fairly-drilled soldiers under him, a revolt would soon become a mad enterprise. If Peking can nerve itself to issue the mandate of degradation, we have no doubt Li would submit to it as to the inevitable.

Some time ago we received a letter from an official friend, who has had relations with some of the most powerful Chinese rulers of the last two decades, Tsêng, Shên, Tso, Li, Ma, Ting, and others, and whose opportunities of observation have been many. We copy the letter, as far as is permissible, with the omission of some names and references which no not concern our readers. Our friend says:—

"China does not think of attacking Japan, and full well knows her weakness for any aggressive action. On the contrary, China fears attack, and the mandarins dread that the means of defence in their hands are inadequate to bear any strain. At the same time, there is a strong reluctance to be led by Li and his following, who wish to make China strong for defence first, and then to indulge in after-thoughts.

"Guns are to be ordered, &c., &c., but the Chinese will assuredly go wrong in their preparations, because there is no system. Nanking will not order what Tientsin recommends, and Canton and Foochow will do just as they please. No power to enforce uniformity yet exists.

"I have no confidence in the possible attainment of any complete and useful defensive system, and in this point differ widely from you. Even if Li had the power he claims, I question if he would do what is right. Li has genius and is an extraordinary man, but his talent lies in politics. He is not a good administrator, he generally selects servile and bad officials for posts, and judged by *our* notions has not even a theoretical knowledge of war as *we* understand it. He is too proud and too conceited to take advice. * * * recommended him to obtain from * * * a competent professional administrative soldier of good rank, who wound carry out improvements, and do what the Poles and Magyar refugees did in Turkey. But Li thinks he understands the art of war perfectly, and pooh-poohed the suggestion. I agree to * * * opinion that Li has no military talent, and in case of a serious or foreign war would make dreadful mistakes. Li will spend much money, and will probably get good arms, but if he had to direct the defence of the long coast and Formosa as well, against an invading force supported by a good fleet, and commanded by an active general, he would be helpless. The officers of the Chinese army would in a few days show their worthlessness, and the armies of China might dissolve into mobs. If, however, even at the last, Li would take, as he did in 1862 and 1863, a lot of foreign adventurers into pay—plenty are to be had from Europe and America at a short notice—an invading force will have a bad time, and experience checks and reverses. The Chinese troops will have good arms, and will fight if they have leaders, and the navy will make itself unpleasant to an enemy's fleet. In short, if China wants to defend herself, she must have foreign aid. Li wants to make China into a strong military Power, with himself as supreme leader, but he recoils from the first step, which is to get foreign soldiers of talent.

"The navy, though far from perfect, is more creditable than the army, and might have been a fine force if Li had not again acted on his fundamental error, which is that he knows all about war, and is in fact the Moltke of the East. Li's overweening confidence would bring trouble to China, if she is vigorously attacked. As for Shên, Ting, Ting Pao-chên and others, they are good civilians, but I think their ideas about foreign war tactics idiotic."

Our readers have at any rate an unflattering picture before them, and so far the warnings are are justified by events. That China should act aggressively is absurd now, but her defensive preparations are also ridiculous, and Li seems to think his gun-vessels are fit to cope with the Russian fleet. The first clash will show that the "alphabetical" vessels are not sea-going craft, and are only fit for attack when protected by other vessels, or for defence when protected by forts.

Li has had great difficulties to encounter, but might and ought to have surmounted them. If power falls from him, his reverse will be just. His greed and vanity will have ruined him. He has not deserved well of his country, and his fall may bring about good to the Empire that trusted to him, and which he has betrayed.—*Japan Gazette.*

THE "CENSORATE" AT SHANGHAI.

Over date of 2nd September "M." writes in the *N. C. Daily News*:—Shanghai boasts the possession of a "Censorate" of prodigious power; the Settlement is a fulcrum supporting two levers which are moving the Middle Kingdom to its periphery. There are the *Hsin-pao* News Reporter), and the *Shen-pao* (Shanghai Reporter), two daily Chinese newspapers, the former the property of the Taotai, the latter owned by a foreigner. Never a day without a useful leader, appears to be the motto of our native contemporaries, and dire offence would be given to myriads were they deprived even a day of their newly-found pabulum. It must be admitted that for the most part these papers are in demand for that class of paragraphs which are found in indecent police reports of the west; but it is also true that the bold criticisms in which they indulge on public men and measures cause them to be read with avidity. That our readers may see that we do not over-estimate the influence which these papers are beginning to wield, we give a précis of yesterday's leaders.

The *Hsin-pao*, the semi-official organ, is, we should apprise the reader, conducted by natives alone, unaided and unprompted by any foreigner. It is scant justice to style it a liberal paper; it is something better, it is unmincingly radical—ultra; progress, and then progress, has characterised it of late. One sometimes is fain to rub one's eyes and enquire, "Are these really Chinese characters that give expression to such burning thoughts?" But to yesterday's leader. It is on the wealth of nations. The writer knows something of Adam Smith, for he quotes him by name, quoting also a sententious maxim of Napoleon's on the superiority of moral to physical force. After a brief summary of the subject as regarded by Chinese writers and statesmen, the editor expresses the opinion that nations become wealthy and powerful only when sovereigns and people are in accord. (In a previous article, he had pointed out that the gulf which separates rulers and ruled in China was a bar to progress, and showed that foreign kings and their mandarins never repelled men because they happened to be engaged in trade.) The unity of aim of rulers and people, the confidence they repose in each other, have caused them to advance in wealth and strength. When in want of money, Governments can borrow from the people. In China, the Government has to lend or give money to suffering districts; yet China has great capabilities, is more frugal in expenditure, and may some day become as rich as they. Some attribute the power which foreigners exercise to their religion, which begets public spirit. Formerly they had a defective cult, now they have a proper one. Formerly certain religions were interdicted, now religion is free. Once their Governments were despotic and the people slaves; now the people possess power and freely express their views on public questions. International intercourse was restricted, now it is promoted; trade and manufactures were hampered, now they are free. People lived in huts who now occupy spacious houses; furniture was rude, now it is elegant; food was coarse, now choice viands are brought from all regions. Travel used to be difficult, now railways and steamers go any distance. Letters were not easily transmitted, now for a few cash they are forwarded over the country. Books and articles of luxury were rare, now they are easily attained. Government affairs were conducted with secrecy, now newspapers report everything, and there are the telegraph and telephone besides. The changes during the past fifty years have been great, and much greater during the past two centuries. The application of all this to China is, that States flourish when there is concert of action between Governments and people, and decline when such concert is wanting. China is yet destined to flourish as a rich and strong [illegible].

Turning to the Anglo-Chinese paper, the *Shen-pao*, we find it was yesterday dealing stalwart blows against one of the greatest evils of which the people complain—failure to obtain justice by appeals to the Censorate at Peking. That body presents the complaint in due form to the Emperor, who refers it back to the provincial officers for re-consideration; to the very men who had adjudicated against the complainant, hence interminable delays. Cases are cited where actions were delayed until after the death of the accused. One such has just come before Li Hung-chang; a case in which justice was delayed for over ten years, and was finally baffled by the death of the guilty.

The *Shen-pao* has uniformly exposed official delinquencies with a boldness that would not have been tolerated but for its immunity in its foreign ownership. But its strictures have been temperate and judicious; and it has free circulation at all the yamêns. Until lately, the Taotai's paper was unread by the Chinese simply because it was a sort of administration sheet, and was therefore wanting in liveliness. But now its character has entirely changed, its liberal-minded proprietor allowing free scope for his progressive editors, who besides advocating political reforms, handle social questions with well-nigh puritanic fervour. They deride priestcraft, Buddhist and Taoist, with pitiless, pungent satire, calling for the secularisation of the sacerdotal class, and the sequestration of their property. The "Censorate at Shanghai," it must be conceded, fulfils its functions with a freedom and efficiency which must render it a valuable auxiliary to reforms in the Imperial Censorate.

IS BETTER TRADE AT HAND?

Yes, it is; and for reasons which are no difficult to estimate nor far to seek. Trade will be better because there are more commodities to trade with, and because these commodities are as a rule in this country better and cheaper than they ever were before. And, further, trade will be better be better because the workmen, manufacturers, and merchants who live by trade have for the last few years been compelled by hard necessity to mind each his particular business, and discover how it could be improved by harder work and keener invention. People frequently talk in unthinking slipslop as if a revival of trade in a country like this were a matter of sentiment or volition. They say that trade would be better if everybody engaged in it would think it would be better—which is much the same thing as saying that if a heavy man sitting on a basket thought that the basket with its contents ought to ascend like a balloon, it would certainly do so. For the last few years trade has been bad chiefly because the harvests, the foundation of all trade, have been bad in more countries and in a more severe degree than has happened for two or three generations.

The volume of consumption is made up, as is the physical universe, of an infinitude of molecules, the mass of them almost beyond appreciation. We have thirty five millions of people in these islands, of whom it may be safely said that nearly thirty millions are dependent on weekly wages; and it may further be said that the weekly or monthly demands of these thirty millions for commodities other than necessary food are strictly controlled by the small surpluses of sixpences, shillings, and half-crowns left in their pockets by better wages and cheaper provisions. Let employment be slack and food dear, and the consumptive demand of the country falls away, and presently produces bad trade. Now with us all the farming class, and some of the landlord class, have been impoverished by the seven bad years out of the ten since 1869, and especially by the three bad years in succession, 1875-76-77, and the climax in the scarcity year, 1879. To the failure of the seasons has been added, with ourselves, several years of political disquiet and sensational foreign policy always on the point of a general war, and in the cases of India and South Africa ending in costly campaigns. We have had also to get gradually rid of the dire encumbrances left to us by the follies, frauds and fury of the prosperity years 1872-74. And the worst part of these encumbrances has been moral rather than material; for they had led n small part of the trading classes to regard trad as in its essence gambling and speculative, an not, as it is, nearly the most difficult, exacting and intricate pursuit to which a man can devot his faculties, time, and labour. The Collie fraud of 1875 and the City of Glasgow Bank calamit of 1878 have for a time enforced considerable re straint in those vicious facilities of credit whic constitute the danger of our vast, and in man ways overgrown, system of deposit-banking.

But surprising in influence all these circum stances has been beyond question the wholesom and invigorating effort of the whole country t overcome advisity and bring back prosperity, b those sovereign and never-failing methods greater effectiveness of labour, and greater eco nomy and perfection of production, in every pa cular of beauty of design and fitness of materia It is affirmed on good authority that in some o the largest departments of our manufactures—i the manufactures, for example, of woollens, stuff and worsteds of the West Riding of Yorkshire—the effect of the recent bad times has been t develop improvements, especially of the cheape and commoner fabrics, which already com mand new markets as well as retain o ones. It is the same in cotton and silk. It emphatically the same in iron, steel, and har ware. We have passed through a most searchin commercial depression, because forty years a we made an end of protection; because in 184 we established this country as the centr emporium of the corn trade, and secured our people for ever the right and privile of paying for their food, not a protected or local price, but the price arising from the fr competition of all the corn-producing countri of the world. Our bad harvest of 1879 under t Corn Laws would have entailed the calami of a price of sixty or seventy shillings quarter for wheat; free trade has for the l twelve months secured to our people a price not much exceeding forty, and by reason of th very cheapness has done much to maintain t consuming capacity of the home market. It a source of sincere regret that there is still party among us who waste their own time a the time of other people by clamour for the sistance of the State in pestering foreign G vernments for odds and ends of remitted duti These are remedies and alleviations as fallaci and superficial as they are inadequate a microscopic. Elaborate schedules of qualit numbers, colours, textures, are true to-d and false to-morrow, and false because happ invention and discovery never stand still. true strength in the future, as in the p and at this moment, consists in compelli

the custom of foreigners by the cheapness and excellence of our goods. In this very year we shall send a million tons of iron and steel to the United States. Why? Not because the ironmasters of Pennsylvania have reduced their tariff, or intend to reduce it, but because Cleveland and Derbyshire and South Wales can produce iron and steel so good and cheap that it can bear the cost of carriage to New York, pay the preposterous import duty there, and still beat Pittsburg and Philadelphia in the markets of the North-west. The abundance which has blessed North America for the last three years, for the fourth time, add to the train of beneficent economic causes which are fast obliterating within the Union the calamities of the war, of the devastation of the South, of the curses of inconvertible paper money and of the monstrous speculations and frauds of 1871-73. A wave of the same abundance seems at length to have reached Europe. Our own harvest in 1880 may be among the best we have had for a long time. It cannot be a serious failure. The same remark applies to France, Hungary, and Italy. In Germany there will be a deficient produce, and a produce still more deficient in Russia. But taking the European harvest of 1880 as a whole, it is, according to actual appearances, certain that there will be no such deficiency of 15 or 20 per cent. below the average yield as there was in 1879. Raw materials are cheaper, and likely to be so. The cotton crop of the United States is estimated this year at a considerable percentage over 1879.

Better trade is at hand, therefore, by the force of natural causes: first, because the seasons are more more prolific, and the earth, by the abundance of its produce, affords that wealth of commodities the exchange, application, and distribution of which alone constitute trade—for gold and silver are no more than accustomed and convenient counters. Secondly, as regards this country, because we have earned greater prosperity by the only methods which never fail—that is to say, greater frugality, greater skill, greater invention, greater industry, and, above all, by a noble disregard of the false aids and the delusive palliatives which other countries, to the great detriment of their people, perpetually exact from the ignorance and corruption of their Governments.

In this agreeable picture there is one dark and ominous shadow. The military armaments of Europe have risen since 1865 from 117 to 160 millions sterling per annum, and in most of the countries, Germany in particular, the mere waste of public revenue is a trifle compared to the waste and demoralization of labour occasioned by an armed force almost co-extensive with the male population of the military age. The time is not distant when the strain will become too severe to be borne, and when a revolt, political in its aims, but purely economic in its origin—inasmuch as it will arise from the impossibility of keeping a nation together when two-thirds of its best labour is wasted—will furnish another example of the self-destructive tendency of Governments which apply feudal and military principles to an age of personal rights, cash payments, a free press, and free trade.—*Pall Mall Gazette.*

THE NEW BRITISH CRUISERS.

The three second class cruisers which have just been ordered to be built by contract are to be named the *Leander*, *Phaeton*, and *Arethusa*. These vessels will be very similar to the *Iris* and *Mercury*, which are cruisers of the first class, but will differ from them in some important respects. The chief modifications are that the engines will be of less power in the new ships than in their predecessors, and the weight thus gained will be applied to the fitting of an under-water armour deck over the engines, boilers, and magazine, and in increasing the amount of coal carried.

The principal dimensions of the second class cruisers will be the same as in the first class—viz., 300ft. in length between perpendiculars and 46ft. in extreme breadth, with a load displacement of 3,700 tons at a draught of 19ft. The armour deck will consist of two thicknesses of ¾in. steel plating, placed slightly below the water at the centre of the ship, and rounded down to some 3ft. or 4ft. below it at the sides. Coal bunkers capable of containing 1,000 tons of coal will be ranged at the sides and ends of the engine and boiler spaces both above and below the armour deck, thus admitting of a very perfect system of coal protection for the machinery, in addition to the protection afforded by the 1½in. steel deck. The hulls of the vessels will be constructed entirely of steel on the longitudinal and bracket-frame system, with a double bottom, many important improvements being introduced in the design to simplify the constructive details and secure a *maximum* of strength with a *minimum* of material. The ships will be divided into numerous water-tight comparments by transverse bulkheads, by the protective deck and water-tight flats forward and aft, by the double bottom, and by the magazines, shell-rooms, shaft passages, and numerous divisions of the coal bunkers. It may be remarked that the great number of water-tight sub-divisions, with their inevitable accompaniment of water-tight doors, drainage, and complicated pumping arrangements which the exigencies of naval warfare now demand, have received special consideration. Even in a time of peace, these and also the working of the coal after all is done are matters of some delicacy, and how they will be managed in action remains to be seen. The designs for the new vessels, however, show that the importance of simplifying these matters as much as possible has not been lost sight of at Whitehall.

The engines are to be simple twin-screw engines of the horizontal compound type, each with one high and one low pressure cylinder. They will be arranged in separate engine-rooms, one immediately before the other, for the starboard and port propellers respectively. Steam will be supplied by eight circular steel boilers placed in two boiler rooms. The collective power the engines are expected to develop is 5,000 horses, which is estimated to give a mean speed of 16 knots on the measured mile, with all the weights on board. The *Iris* and *Mercury* have engines of somewhat over 8,000-horse power, and attained a measured mile speed of 18½ knots.

The form of the hulls and the displacement are practically the same as in the *Iris* and its sister ship, which, it will be remembered, was determined upon after exhaustive model experiments made at the instance of the Admiralty by the late Mr. Froude to ascertain the form of least resistance for the given length and displacement at the high speed of 18 knots. The wisdom shown by the Director of Naval Construction in calling in Mr. Froude's valuable assistance has been conspicuously exhibited by the results obtained in the first two ships, and augurs well for the success of those now ordered.

The new cruisers will be fitted with all the latest improvements, including steam-starting gear, Whitehead and other torpedoes, machine guns, electric lights, &c., and each will carry a couple of second class torpedo-boats. The armament, we believe, is at present undecided, but will probably consist of a revolving gun on the forecastle and poop, and nine guns at the stern and broadside ports on the upper deck. The *Iris* and *Mercury* carry ten 44-pounders each, similarly arranged. The contract for the hulls and machinery of the whole of the three vessels has been intrusted to Messrs. Robert Napier and Sons, of Glasgow, who have undertaken to deliver them in two years.

COMMERCIAL INTELLIGENCE.

THURSDAY, 9th September.

OPIUM.

The rates of the day for Bengal are given at $626¼ to $630 for New Patna, and $590 to $592½ for Benares. Of Malwa sales at $770, with allowance to three catties.

EXCHANGE.

ON LONDON.—
- Bank Bills, on demand..........3/9
- Bank Bills, at 30 days' sight...3/9¼
- Bank Bills, at 4 months' sight 3/9½
- Credits, at 4 months' sight 3/9½
- Documentary Bills, at 4 months' sight 3/9¾

ON BOMBAY.—Bank, on demand ...222½

ON CALCUTTA.—Bank, on demand 222½

ON SHANGHAI.—
- Bank, sight 71¾
- Private, 30 days' sight..........72¾

SHARES.

Hongkong and Shanghai Bank Shares—56 per cent. premium.

Union Insurance Society of Canton—$1,400 per share.

China Traders' Insurance Company's Shares—$1,400 per share.

North China Insurance—Tls. 1,075 per share.

Yangtsze Insurance Association—Tls. 720 per share.

Chinese Insurance Company—$300 per share.

On Tai Insurance Company, Limited—Tls. 138 per share.

Hongkong Fire Insurance Company's Shares—$390 per share.

China Fire Insurance Company's Shares—$250 per share.

Hongkong and Whampoa Dock Company's Shares—Par.

Cosmopolitan Dock Company—Par (nominal).

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$19 per share premium.

Shanghai Steam Navigation Company—Tls. 3 per share (nominal).

China Coast Steam Navigation Company.—Tls. 100 per share.

Hongkong Gas Company's Shares—$80 per share.

Hongkong Hotel Company's Shares—$68 per share.

China Sugar Refining Company, Limited—$174 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Chinese Imperial Loan of 1874—(Nominal).

Chinese Imperial Loan of 1877—(Nominal).

SALES REPORTED BY CHINESE.

Fungus—20 bags, at $48.50, by Wing Lee Ching to travelling trader.

Vermicelli—32 bags, at $8.10, by Wing Lee Ching to travelling trader.

White Wax—3 pieces, at $85.50, by Wing Lee Ching to travelling trader.

Rattans—200 piculs, at $3.85, by Yee Shun Tye to travelling trader.

Brown Sugar—300 bags, at $3.85, by Min Fat to travelling trader.

China Root—150 bags, at $2.40, by Min Fat to local trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

September 9th.

Barometer—9 A.M.	30.144
Barometer—1 P.M.	30.090
Barometer—4 P.M.	30.050
Thermometer—9 A.M.	85
Thermometer—1 P.M.	86
Thermometer—4 P.M.	85
Thermometer—9 A.M. (Wet bulb)	78
Thermometer—1 P.M. (Wet bulb)	78
Thermometer—4 P.M. (Wet bulb)	79
Thermometer—Maximum	86
Thermometer—Minimum (over night)	80

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

September 9th.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	NAGASAKI. Previous day at 4 P.M.	NAGASAKI. On date at 10 A.M.
Barometer	30.06	30.15	29.97	30.00	29.94	29.93	—	—
Thermometer attached	84.0	85.5	88.0	84.0	82.0	80.0	—	—
Direction of Wind	ESE	NNW	S	W	E	NNW	—	—
Force	1	1	4	2	1	3	—	—
Dry Thermometer	82.5	84.0	88.0	84.0	82.0	80.0	—	—
Wet Thermometer	77.5	77.0	82.0	81.0	79.0	78.0	—	—
Weather	c.b.c.	b.c.	b.c.	b.c.	b.c.q.	c.q.	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	0.63	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL......	Deucalion (str.)......	Thos. Purdy ...	....	Butterfield & Swire.........	On or about 10th inst.
LONDON, via SUEZ CANAL......	Laertes (str.).........	R. F. Scale......	....	Butterfield & Swire.........	On or about 21st inst.
LONDON, via SUEZ CANAL......	Telemachus (str.)...	H. Jones	....	Butterfield & Swire.........	On or about 1st prox.
LONDON, via SUEZ CANAL......	Ajax (str.)...........	A. Kidd	....	Butterfield & Swire.........	On or about 9th prox.
LONDON	Clydesdale	Hatfield	Hongkong	Vogel & Co.	Quick despatch.
LONDON	Sumatra	H. A. Tribe ...	Hongkong	Carlowitz & Co..............	Quick despatch.
NEW YORK	General Fairchild...	Kelley........	Hongkong	Russell & Co..............	Quick despatch.
NEW YORK	Rosie Welt..........	Welt	Hongkong	~~Russell & Co.~~..............	Quick despatch.
NEW YORK	Raphael	Sherman........	Hongkong	Vogel & Co.	Quick despatch.
NEW YORK	Alice Buck	Herriman	Hongkong	Vogel & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Gaelic (str.)	....	....	O. & O. S. Co..............	On 24th inst., at 3 P.M.
SAN FRANCISCO	Prince Amadeo......	Linskill.........	Hongkong	Russell & Co..............	Quick despatch.
SAN FRANCISCO	South American ...	Knowles........	Hongkong	Russell & Co.	Quick despatch.
SINGAPORE, PENANG, &c....	Suez (str.)...........	J. D. Eaton ..	Hongkong	Jardine, Matheson & Co...	To-morrow, at 3 P.M.
SINGAPORE, PENANG, &c....	Arratoon Apcar (s.)	A. B. Mactavish	Hongkong	David Sassoon, Sons & Co.	To-morrow, at 3 P.M.
SAIGON, SINGAPORE, &c.....	Anadyr (str.).........	Didier.........	....	Messageries Maritimes......	On 13th inst., at Noon.
PORT DARWIN	Cassandra (str.)......	Langer	Hongkong	Vogel & Co.	Quick despatch.
SINGAPORE, BOMBAY, &c...	Khiva (str.)	Alderton........	....	P. & O. S. N. Co..........	On 18th inst., at 4 P.M.
BOMBAY AND STRAITS	Adria (str.)	....	....	P. & O. S. N. Co..........	On or about 20th inst.
BANGKOK........................	Consolation (str.)...	R. Young	Hongkong	Yuen Fat Hong..............	On 14th inst., Daylight.
YOKOHAMA	Stentor (str.)........	J. Kirkpatrick	....	Butterfield & Swire.........	On or about 13th inst.
YOKOHAMA	Volga (str.)	Guirand	....	Messageries Maritimes......	Quick despatch.
YOKOHAMA, via Kobe, &c. ...	Niigata-Maru (str.)	Walker (str.)...	....	Mitsu Bishi Mail S. Co. ...	On 18th inst., Daylight.
SHANGHAI........................	Yangtsze (str.)......	E. Schultze ...	Hongkong	Siemssen & Co..............	To-day, at 5 P.M.
SHANGHAI........................	Thornhill (str.)......	Walker	Hongkong	Arnhold, Karberg & Co....	On or about 10th inst.
SHANGHAI, via AMOY..........	Telemachus (str.)...	H. Jones	Hongkong	Butterfield & Swire	On or about 11th inst.
SHANGHAI........................	Iraouaddy (str.) ...	Macé	....	Messageries Maritimes......	Quick despatch.
SHANGHAI........................	Nizam (str.)	....	....	P. & O. S. N. Co..	Quick despatch.
SWATOW, AMOY, & F'CHOW	Douglas (str.).........	S. Ashton	Hongkong	Douglas Lapraik & Co......	On 12th inst., Daylight.

INSURANCES.

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

HITHERTO CALLED THE

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL.......... TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th August, 1880. [1392

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/ₒ allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [19

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.
Agents.

Hongkong, 27th June, 1872. [16

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

Hongkong, 9th November, 1868. [15

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/ₒ) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, 27th June, 1872. [17

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co.,
Agents.

Hongkong, 6th February, 1879. [275

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20 °/ₒ.

VOGEL & Co.

Hongkong, 1st March, 1878. [25

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [918

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1432

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [606

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the winter as usual.

Hongkong, 1st April, 1880. [32

STEAM LAUNCHES always ready for TOWING VESSELS to Sea or in Harbour.

TOWAGE to WHAMPOA.

Rates cheaper than any other Firm, varying according to size of Launch.

Captains are invited to call personally.

Detention of the Launches will be charged $15 per day for Large, and $10 for Small. Not responsible for delay through accidents to machinery.

SING LEE,
37, TUNG MAN LANE.

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.

Music bound in Elegant Bindings.

Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE,
HONGKONG.

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY,	£1,000,000 Sterling.
OF WHICH IS PAID-UP	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [18

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.

RESERVE FUND .... $34,132.21.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.

Hongkong, 14th October, 1878. [1416

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co.,
Agents.

Hongkong, 14th August, 1878. [22

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co.,
Agents Sun Fire Office.

Hongkong, 1st June, 1878. [23

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND...	Tls. 263,268
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880	Tls. 913,268

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 °/ₒ for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 11th May, 1880. [2

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"SUEZ,"

Captain J. D. Eaton, will be despatched for the above Ports TO-MORROW, the 11th instant, at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, 3rd September, 1880. [1429

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. B. Mactavish, will be despatched for the above Ports TO-MORROW, the 11th inst., at THREE P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 3rd September, 1880. [1430

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"DOUGLAS,"

Captain S. Ashton, will be despatched for the above Ports on SUNDAY, the 12th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, 8th September, 1880. [1446

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DEUCALION,"

Captain Thos. Purdy, will be despatched on or about the 10th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th August, 1880. [1294

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY,

Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.

THE Company's Steamship

"TELEMACHUS,"

Captain H. Jones, will be despatched on or about the 11th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd September, 1880. [1377

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA (DIRECT).

THE Company's Steamship

"STENTOR,"

Captain J. Kirkpatrick, will be despatched on or about the 13th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th August, 1880. [1438

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"LAERTES,"

Captain R. F. Scale, will be despatched on or about the 21st September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th August, 1880. [1340

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"VOLGA,"

Commandant Guirand, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th September, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"IRAOUADDY,"

Commandant Macé, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th September, 1880.

FOR PORT DARWIN (DIRECT).

THE Steamship

"CASSANDRA,"

Langer, Commander, will load here for the above Port, and will have immediate despatch.

For Freight or Passage, apply to
VOGEL & Co.,
Agents.

Hongkong, 31st August, 1880. [1403

FOR NEW YORK.

THE A1 American Ship

"ALICE BUCK,"

Herriman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 31st August, 1880. [1404

FOR NEW YORK.

THE A1 American Ship

"RAPHAEL,"

Sherman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 2nd July, 1880. [1098

FOR LONDON.

THE A1 British Ship

"CLYDESDALE,"

~~Hatfield, Master, will load here for the above~~ Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, 20th May, 1880. [858

FOR LONDON.

THE A1 British Ship

"SUMATRA,"

H. A. Tribe, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 27th August, 1880. [1390

VESSELS ON THE BERTH.

FOR BANGKOK.

THE Steamship

"CONSOLATION,"

Robert Young, Commander, will be despatched for the above Port on TUESDAY, the 14th instant, at DAYLIGHT.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 8th September, 1880. [1447

FOR SHANGHAI.

THE Steamship

"THORNHILL,"

Walker, Commander, will be despatched for the above Port on the 10th September.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 30th August, 1880. [1397

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"NIZAM"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 8th September, 1880.

STEAM TO BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"ADRIA"

will leave for the above places on or about MONDAY, the 20th instant.

A. McIVER,
Superintendent.

Hongkong, 9th September, 1880. [1454

FOR SAN FRANCISCO.

THE A1 American Ship

"SOUTH AMERICAN,"

Knowles, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd September, 1880. [1427

FOR SAN FRANCISCO.

THE A1 British Ship

"PRINCE AMADEO,"

Linskill, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 13th August, 1880. [1324

FOR NEW YORK.

THE A1 American Ship

"ROSIE WELT,"

Welt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 13th August, 1880. [1323

FOR NEW YORK.

THE A1 American Bark

"GENERAL FAIRCHILD,"

Kelley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 7th July, 1880. [1141

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALICE BUCK, American ship, Herriman.—Vogel & Co.
ALVA, Portuguese ship, Ed. de Souza.—Brandaõ & Co.
ANNA BERTHA, German bark, H. Kremer.—Siemssen & Co.
AURORA, British bark, R. Milne.—Kwong Chong Tye.
CASSANDRA, German steamer, Langer.—Vogel & Co.
CHARLES TOWNSEND HOOK, British steamer, W. H. Bradley.—Ed. Schellhass & Co.
CHINA, German steamer, Ackermann.—Siemssen & Co.
CHINA, German 3-m. schooner, Boysen.—Arnhold, Karberg & Co.
CINGALEE, British bark, Pringle.—Jardine, Matheson & Co.
CLYDESDALE, British ship, J. K. Hatfield.—Vogel & Co.
CORA, American ship, Coombs.—Arnhold, Karberg & Co.
CRUSADER, British steamer, Rowen.—Geo. R. Stevens & Co.
EMMA, German 3-m. schooner, Nichelsen.—Ed. Schellhass & Co.
ESPERANCE, French bark, L. Normant.—Carlowitz & Co.
FAUGH-A-BALAUGH, German bark, D. Rute.—Carlowitz & Co.
HAINAN, American steamer, Conner.—Russell & Co.
HERMINE, Swedish bark, F. Lonngrin.—Ed. Schellhass & Co.
JOHANN HENRICH, German bark, J. Westmann.—Jardine, Matheson & Co.
JOHN A. BRIGGS, American ship, R. S. Randall.—Arnhold, Karberg & Co.
JOHN M. CLERK, American bark, B. W. Conant.—Douglas Lapraik & Co.
KIM YONG TYE, Siamese bark, Reynolds.—Captain.
LUCRE, Siamese bark, H. Klindt.—Chinese.
MARIE LOUISE, German bark, Erichsen.—Wieler & Co.
OREGON, American ship, Pennell.—Captain.
PERNAMBUCO, British steamer, Hyde.—Melchers & Co.
PRINCE AMADEO, British ship, Linskill.—Russell & Co.
RAPHAEL, American ship, J. W. Sherman.—Vogel & Co.
SOUTH AMERICAN, American ship, Knowles.—Russell & Co.
SUEZ, British steamer, Eaton.—Jardine, Matheson & Co.
SUMATRA, British bark, A. Tribe.—Carlowitz & Co.
TUNG TING, Chinese steamer, Holmes.—C. M. S. N. Co.
WEGA, German ship, A. Leopold.—Arnhold, Karberg & Co.
~~YANGTSZE, British steamer, Schultze.—Siemssen & Co.~~
YOTTUNG, British steamer, D. Scott.—Kwok Acheong & Sons.
YUNG-CHING, Chinese steamer, Wallace.—C. M. S. N. Co.

THOS. IDE BOWLER,
ARBITRATOR, CHINESE INTERPRETER,
HOUSE, LAND, AND ESTATE AGENT.

Rents and Debts collected on commission.

Security can be given.

136, QUEEN'S ROAD CENTRAL.
Entrance in Wellington Street.

Hongkong, 17th June, 1880. [1017

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON MONDAY, the 13th day September, 1880, at Noon, the Company's Steamship "ANADYR," Commandant DIDIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 12th September, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st August, 1880.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE AND INLAND SEA.

THE "NIIGATA-MARU," Captain WALKER, due here on or about the 13th instant, will be despatched as above on SATURDAY, the 18th September, at DAYLIGHT.

Cargo received on board and Parcels at the Office up to 6 P.M. of the 17th September.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE	Cabin $60.	Steerage $15.
To YOKOHAMA and NAGASAKI..........	Cabin $75.	Steerage $20.

A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, No. 50A, Queen's Road.

~~Hongkong, 8th September, 1880.~~

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;

ALSO

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHIVA," Captain ALDERTON, will leave this on SATURDAY, the 18th September, at 4 P.M.

For further Particulars, apply to
A. McIVER, Superintendent.

Hongkong, 8th September, 1880.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE

CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on FRIDAY, September 24th, 1880, at 3 P.M., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 23rd September. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, JUN.,
Agent.

Hongkong, 7th September, 1880.

EDUCATION IN ENGLAND.

The Rev. R. G. SOPER, B.A. (London University), receives a limited number of YOUNG GENTLEMEN at "The Grove," Hoylake, near Liverpool.

A Sound Education is combined with home comforts and domestic care. Pleasant House and Grounds, in a most healthy locality at the sea side.

TERMS.—60 GUINEAS PER ANNUM, exclusive of extras. Special Arrangements for the Holidays. Reference kindly permitted to R. C. WILCOX, Esq. [tf

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NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG:
"DAILY PRESS" OFFICE WYNDHAM ST.

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Irawaddy*, with the next outward French mail, left Saigon at 3 P.M. on Wednesday, and may be expected here on Saturday night or Sunday morning.

THE AMERICAN MAIL.

The O. and O. steamer *Gaelic*, with the next American mail, left San Francisco on the 17th August, and may be expected here on the 14th instant.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Shanghai.—Per *Yung-ching*, to-day, the 10th instant, at 1.30 P.M.

For Shanghai.—Per *Yangtsze*, to-day, the 10th instant, at 4.30 P.M.

For Straits Settlements and Calcutta.—Per *Suez* and *Arratoon Apcar*, to-morrow, the 11th instant, at 2.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Douglas*, to-morrow, the 11th inst., at 5 P.M.

For Bangkok.—Per *Consolation*, on Monday, the 13th instant, at 5 P.M.

For Japan, via Kobe.—Per *Niigata-Maru*, on Friday, the 17th instant, at 5 P.M.

His Excellency the Governor is pleased to order, under Section XII. of the Post Office Ordinance, 1876, that the Late Fee charged on Correspondence posted after certain hours for Europe, America, the Australian Colonies, Shanghai, &c., shall be 10 Cents, instead of 18 as hitherto.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "ANADYR" will be despatched on MONDAY, the 13th Sept., with Mails to and through the United Kingdom and Europe, *via* Naples: to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "KHIVA" will be despatched on SATURDAY, the 18th September, with Mails to and through the United Kingdom and Europe, *viâ* Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies.

HOURS FOR CLOSING THE CONTRACT MAIL.

THE FRENCH MAIL.

SATURDAY—

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

MONDAY—

7 A.M., Post Office opens.

10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 A.M., Mail closes, except for Late Letters.

11.10 A.M., Letters may be posted with Late Fee of 10 cents until

11.30 A.M., when the Post Office closes entirely.

11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 18 Cents until time of departure.

REGULATIONS AS TO SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Army Schoolmasters (not Superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom viâ Brindisi or viâ Marseilles at the rate of four cents (twopence) each which may be prepaid either in Imperial or in Hongkong Stamps.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—All such letters prepaid at the former rate of two cents (one penny) will be forwarded to or from the United Kingdom by private steamer and not by the mail packets.

4.—Private steamers leave Hongkong for London about every ten days, and are from six to seven weeks on the voyage.

5.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

6.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full.

7.—If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

8.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.—Assistant Engineer, Gunner, Boatswain, or Carpenter.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to burst.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Monte Video and Paraguay can no longer be sent viâ San Francisco.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 8 cents per half ounce as usual. This Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

STAMP OFFICE.

The above Office being now provided with a 3-cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

A Pillar Box has been established at the West Point Police Station (opposite the Sailors' Home), and another at the South front of the Harbour Department.

The hours of clearance are as follow:—

	A.M.	P.M.	P.M.
West Point	10.00	2.00	4.15
Harbour Department	10.15	2.15	4.00
Letters arrive at the Post Office	10.30*	2.30*	4.45*

Correspondence of all kinds posted in either box before the first clearance on mail day will be in time for the Homeward Mail.

All correspondence for Hongkong will be delivered the same day.

Residents who keep a postage account with this Office may post local correspondence in these boxes without stamps, provided the sender's name or recognised device appears on each article.

Local correspondence means that for Hongkong, Bangkok, or the Ports of China.

* Mails closing at this hour will be kept open till the Messenger arrives from the Pillar Boxes.

REGULATIONS FOR THE EXCHANGE OF LOCAL AND INTERCOLONIAL MONEY ORDERS.

1.—The Post Office of Hongkong issues Money Orders on the Empire of Japan, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, and Western Australia.

2.—Money Orders may also be obtained at the British Post Office, Shanghai, on any of the above places except Japan.

3.—The exchange of Local Money Orders between Hongkong and Shanghai continues as heretofore, subject to the rates laid down in the next paragraph.

4.—The Commission to be charged on all Money Orders named above is as follows:—

For sums not exceeding £5 or $25...	25 Cents.
From £5 to £10, or $25 to $50..........	50 Cents.

5.—No Order must exceed £10 or $50, nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

6.—Sums not exceeding $50 may be remitted between the other Ports of China by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

EXTRACTS.

◆

NELLIE'S BOUQUETS.

Among the buttercups of golden June
A maiden wandered, fair, and sweet, and slender;
She gathered wild flow'rs, mocked the cuckoo's tune,
Then laid her burden down with gesture tender.

She left the browsing kine, and sought the hill;
She watched the sun o'er purple distance setting;
[illegible] sank in reverie, as maidens will,
[illegible] and all her summer gems forgetting.

[illegible] She turned her footsteps where they lay
([illegible]ing from her long-indulged distraction);
Alas! a cow had thought them new-mown hay,
And supped upon them to her satisfaction!
—*Fun.*

ACCORDING TO FASHION.

She wore a round hat put upon the back of her head like the aureole of a saint, to whom her sweet face gave her an appearance of kindred. Her bodice was close-fitting—indeed, drawn tight about the waist, like the bark of a young, slender tree. Her scant skirt, pulled tight in front so as to show her form, and "tied back," terminated behind in a short fan-like train, like the tail of the mermaid. She was mounted on shoes seven sizes too small for her feet, indeed, only her toes appeared to have accommodation in them, and the high heels coming under the instep tilted her forward and completed the grace of her carriage. When she walked she put down one little foot after the other, as if each leg were as elastic as an iron rod. It was a great pleasure to see her pegging along, a thing of perfect beauty, like one of the drawings of some mythological bipeds by one of the old masetrs.

CURIOSITIES OF CRITICISM.

We are sorry to find the great name of Dr. Johnson among those who have made themselves conspicuous by their insensibility to merit—to merit, that is to say, which lay outside the range of their own sympathies. When Johnson is on his own ground, and is not examining the writings of those who shock his prejudices, he is the king of critics. The "Lives of the Poets" is, in spite of its faults, one of the most precious volumes which English literature possesses, and we feel it almost a sacrilege to illustrate our "curiosities" from its venerable pages. Of "Lycidas," one of the most sublimely musical poems in our tongue, the Doctor observes: "The diction is harsh, the rhymes uncertain, and the numbers unpleasing," and he concludes a miserably prosaic critique with the words, "No man could have fancied that he read 'Lycidas' with pleasure had he not known the author."

It was a favourite theory of Byron that all really great poems became popular that were appreciated at once. He quotes some instances, but generalizes, it must be presumed, from his own case, as most of the cases cited by him fall, on examination, to the ground. The truth is that it is, generally speaking, quite impossible to form any certain conclusions about the future of a writer from his first attempts, and it is extremely difficult for a contemporary critic to rate a contemporary writer at his intrinsic value. Horace Walpole, as shrewd and penetrating a critic as ever lived, has obligingly informed us who were "the first writers in 1753." We should probably guess with Macaulay that they were Hume, Fielding, Smollett, Richardson, Johnson, Warburton, Collins, Akenside, Gray. Not at all; such people were not worth mentioning. They were Lord Chesterfield, Lord Bath, William Whitehead, Sir Charles Hanbury Williams, Soame Jenyns, Mr. Cambridge and Mr. Coventry—that is to say, a pack of scribblers, only one of whom is known even by name to ninety-nine readers out of a hundred—Lord Chesterfield—and [illegible] remembered chiefly as the ninepin of [illegible]n and Cowper. When Cowper's [illegible] "Task" appeared, Darwin declared [illegible]ot get through it, complained of its [illegible] "egotistical," "prosaic," "rough," and "slovenly." Johnson, after perusing "Tom Jones," pronounced Fielding to be a "barren rascal;" and Warburton, after perusing "Roderick Random," pronounced Smollett to be "a vagabond Scott who writes nonsense ten thousand strong." An accomplished woman like Madame De Sévigne observed of Racine that, as the taste for his works had come in with the rage for coffee, so with the rage for coffee would the taste disappear.

In the *Edinburgh Review* for October, 1807, will be found some edifying remarks about Wordsworth. The beautiful "Ode of the Daisy" is very "flat and feeble," and reminds the critic of "the theme of an unpracticed school-boy." The magnificent "Ode on the Intimations of Immortality," which is, according to Matthew Arnold, "the high water mark which modern lyric poetry has reached," is there described as "beyond all doubt the most illegible and unintelligible part of the publication," of which the reviewer "can pretend to give no analysis or explanation." Of the superb "Ode to Duty," the critic merely condescends to observe that "it is a piece in which the lofty vein is unsuccessfully attempted." But perhaps the *ne plus ultra* of stupidity—so dense and preposterous to be absolutely incredible—was reached by the *Edinburgh Review* for September, 1816. There are probably not half a dozen people in England with the slightest relish for poetry, who cannot see exquisite loveliness, who do not feel the ineffable charm of Coleridge's two poems, "Christabel" and "Kubla Khan." It would be no exaggeration to say that they rank among the most purely ethereal works which have ever emanated from the genius of man. These poems appeared, with a few others, among them that fine ode, the "Pains of Sleep," in 1816. Now for the critics of the North.

"We look upon this publication" ("Christabel"—which is described rather oddly "as a miserable piece of coxcombry and shuffling"—"Kubla Khan" and the "Pains of Sleep") "as one of the most notable pieces of impertinence of which the press has lately been guilty, and one of the boldest experiments that has ever been made on the patience or the understanding of the public. It exhibits from beginning to end not a ray of genius. With this one exception" (the critic is alluding to the passage, "Alas! they had been friends in youth," etc.) "there is literally not one couplet in the publication before us which would be reckoned poetry, or even sense, were it found in the corner of a newspaper or upon the window of an inn."

What makes the grotesque injustice of this critique more lamentable is that it was, we have reason to believe, penned by William Hazlitt. Now, as Hazlitt is allowed to be one of the finest critics which our language can boast, it is extremely difficult to account for such malignant obliquity. All who have lived to see Charles Dickens run out his course—who have been privileged to hail, as they appeared, the successful revelations of that brilliant, that beneficent luminary whose rays have warmed and gladdened millions—will, perhaps, be interested to hear how the Aristarchs of his country welcomed him, and what they prophesied concerning him: "Having made up our minds as to the origin of Mr. Dickens's popularity, it remains to add a word or two as to his durability, of which many warm admirers are already beginning to doubt, not, it must be owned, without reason, for the last three or four numbers" (they are reviewing "Pickwick") "are much inferior to the former ones, and indications are not wanting that the particular vein of humour which has hitherto yielded so much attractive metal, is worked out." Then comes an edifying discussion as to whether Dickens be a man of true genius—whether, in fact, he is not overrated. On the whole, the reviewer is of opinion that Mr. Dickens is writing too much: and again rising on the wings of prophecy, he concludes: "If Mr. Dickens persists much longer in this course, it requires no gift of prophecy to foretell his fate;" and the review tells it—listen and tremble!—"Mr. Dickens has risen like a rocket, and he will come down like a stick."

How impossible it is for contemporaries to judge correctly of each other is illustrated very singularly in the criticisms which Byron has left us. He expressed it as his deliberate opinion that Sir Walter Scott was the greatest poet of his time. After Sir Walter Scott he placed, in order merit, Samuel Rogers, whom no modern critic would hesitate to pronounce the feeblest and most insignificant poet—if poet, indeed, he can be called—of those days. After Rogers came, according to his lordship, Campbell, and first below Campbell, Southey; next, Wordsworth, and finally Coleridge. Keats and Shelley he does not condescend to notice at all. Whether he really considered himself inferior to Rogers may well be doubted, but certain it is that he often implied as much. It is notorious that he ranked Pope above Shakspeare and Milton, and it is notorious that in his later years he placed Crabbe far before Wordsworth.—*The Gentleman's Magazine.*

FAMOUS CONTESTS.

(FROM "THE GENERAL ELECTION OF 1880.")

WILBERFORCE'S CONTEST FOR YORKSHIRE IN 1807.

One of the most memorable election contests ever recorded was that in which William Wilberforce was engaged in Yorkshire in 1807. 'Nothing passes away more quickly,' says the great Abolitionist's biographer (the late Bishop of Winchester), 'than the interest of an ordinary election contest. But that which engaged all Yorkshire in 1807 deserves more lasting remembrance. It was even then unique; and since, from the changes of 1833, it can never be repeated, a more minute account of its events may possess much interest for the future student of English manners in the beginning of the nineteenth century.' The candidates were the Hon. Henry Lascelles, son of Lord Harewood; Lord Milton, son of Earl Fitzwilliam; and William Wilberforce. It was felt at the outset that this was no ordinary contest. Party spirit was at fever-heat, and there was a determined attempt to oust Wilberforce from the seat which he had held for so many years. No one could foresee the result of such a collision. Whatever its issue, the contest must be ruinous to any man of moderate fortune. Lord Harewood was ready, he declared, to spend on it his whole Barbadoes property; and Earl Fitzwilliam was not less threatening in his preparations. Wilberforce's fortune could stand no such demands. A subscription was proposed; but his friends told him that though such a plan might answer very well in a borough, it was hopeless when things must be conducted on such a scale as in the county of York. On all sides he was met by dissuasions, but the moral importance which he attached to the contest determined him to venture the attempt. On the 28th of April, Wilberforce left London; on the 29th he entered Yorkshire, and was immediately engaged in the full bustle of the contest. On the 13th of May the nomination came on at York, and nearly every hand was held up in Wilberforce's favour. So far all was promising; but how the expenses of the approaching struggle could be safely met was a more serious question. It was resolved by his friends to start a subscription: about 18,000*l.* was immediately subscribed; and it was further resolved that, as his cause was a county object, he should not even be permitted to put down his name to the subscriptions opened to support his election. On the day of the election at York, May 20th, Wilberforce's prospects, which had hitherto been of the brightest, assumed an unexpected aspect. The show of hands was against him; and on that day he was second, the next day lowest, in the poll. Appearances were so unfavourable that when his friends met at dinner after the conclusion of the poll on the third day, the barrister who had come from London as Wilberforce's professional adviser said, 'I can see, gentlemen, clearly enough how this will turn out; Mr. Wilberforce has obviously no chance, and the sooner he resigns the better.' But that astute lawyer had miscalculated the force of Yorkshire zeal and the resources of Yorkshire ingenuity. All the carriages had been secured by the other candidates; but boats came up the river heavily laden with voters; farmers lent their wagons, even donkeys had the honour of carrying voters for Wilberforce; whilst hundreds proceeded on foot. The poll was kept open for fifteen days, and until the twelfth he was daily in the full turmoil of the noisy scene. An extract from his diary will show the life he led during those days: 'Breakfasted daily at the tavern; cold meat at two; addressed the people at half-past five or six; at half-past six dined forty or fifty, and sat with them. Latterly the people would not hear me, and I met with shameful treatment. On Sundays allowed to be very quiet, to dine alone, and go twice to church.'

On the twelfth day he was taken ill, and a report was assiduously circulated that he was dead. But his victory by that time was secured, and the final numbers were thus declared by the High Sheriff: Wilberforce, 11,806; Milton, 11,177; Lascelles, 10,989. 'It is a grand contest,' wrote Mr. Thornton, from York, 'and fills one with great ideas.' Every nerve had been strained by the two great parties which were opposed to him. '*Nothing since the days of the Revolution,*' says the *York Herald*, 'has ever presented to the world such a scene as this great county for fifteen days and nights. Repose and rest have been unknown in it, except as was seen in a messenger asleep upon his post-horse or in his carriage. Every day the roads in every direction to and from every remote corner of the county have been covered with vehicles loaded with voters; and barouches, curricles, gigs, flying-wagons, and military cars with eight horses, crowded sometimes with forty voters, have been scouring the county, leaving not the slightest chance for the quiet traveller to urge his humble journey or find a chair at an inn to sit down upon.'

Not less remarkable was the mode in which the expenses of the contest were defrayed. When it had lasted little more than a week, 64,455*l.* had been subscribed; and much of it from places with which Wilberforce had neither political nor personal connection. Contribution poured in unasked from London, Edinburgh, Birmingham, Colchester, Leicester, and many other towns. And his own county came generously and enthusiastically to his aid. So great were the numbers who insisted upon coming at their own charges, that whilst the joint expenses of his two opponents amounted to 300,000*l.*, the whole charge of bringing to the poll his great majority was but 28,600*l.* More than one half of the subscriptions were returned; and, as illustrations of the enthusiastic feeling which prompted the great bulk of those who voted for Wilberforce, the following anecdotes are worthy of narration:—A very poor clergyman, who had travelled *on foot* from the farthest end of the county to vote, was offered a liberal sum for his expenses, which the committee pressed him to accept. For a long time he declined; at last he said, 'Well, gentlemen, I will accept your offer, and I request you to add that sum in my name to the subscription for Wilberforce's expenses.'

'How did you come up?' they asked an honest countryman from the neighbourhood of Rotherham, who had given Wilberforce a plumper, and denied having spent anything on his journey. 'Sure enow,' said the worthy 'Tyke,' with a grin, 'I cam all 'd way ahint Lord Milton's carriage.'

EXTRAVAGANCE IN "SOCIETY."

A lady who writes weekly "Echoes of Fashion" says:—Last week has been declared by general consent the turning-point of the season. There seemed to be something special to be seen and done every afternoon, in every evening—one hardly know where to begin and where to stop. It was a case of an afternoon "At Home" to be attended, then a hasty turn in the Park—an all-important interview with a dressmaker before dressing for dinner—an hour or two at the opera, followed by a couple of balls. "My dear," said a friend, who had been describing this, the usual course of her day, "I am tired to death before I begin the round, and when it's all over I am so tired that I can't rest or sleep." People say the season is bad, that money is scarce on all sides, that "economy" and "retrenchment" are the words that have been passed along the line of the English aristocracy at this moment. But all I can say is that there was never a moment when economy was less apparent. Every individual feature of life savours of expenditure—of great expenditure—and I cannot see where the retrenchment can have been effected. Everything is on so gorgeous a scale in these day that the outlay necessary for the entertainment of a few friends is beyond all conception. Mrs. Arthur Guinness gave an "At Home" the other night which is declared on excellent authority to have cost over two thousand pounds, and the figure does not surprise me when I know that in many instances the cost for flowers alone, for the decoration of rooms, has been not less than three hundred pounds. Modern drawing-rooms and staircases are decorated with greenery of magnificent style, and there are palm-trees that are let out every night at so much a tree, and go the round of fashionable society. I am afraid when those palms are sent back to M. Hubers's garden at Hyeres, for the winter, they have to be put up for awhile in his special apartment—his hospital as he calls it—for palms that ailing.

EMIGRANTS IN NEW ZEALAND.

To give an idea of bush farm life, we will get out at a station on the Nelson and Richmond Railway, called Wakefield, and trudge across the country for three miles to a region known as "88 Valley." In yonder shanty, in a paddock, is a new settler. A couple of years ago he was conducting a large business in England. Let us see how the change suits him. We tap at the door, and in response to a "Come in," we enter. It is a cosy little room, with an open fireplace and a colonial oven fixed in it. The furniture is of the simplest kind. "Good morning, Mr. Jones, we are come to have a look at your farm." "Very glad to see you; sit down and have a bit of dinner with us." A stewed rabbit is quickly on the table, to be followed by a cherry pie, and washed down with draughts of new milk. "A hermit's fare, you see, is all we can offer you," exclaims the host. "I haven't far to go for a dinner. Yonder are plenty of rabbits, on the hills are my sheep, in the 'bush' are quantities of birds, and in the orchard is an abundance of fruit." Our whilom English tradesman wears the garb of a labourer. He is a labourer to all intents and purposes. Taking us over his farm, he points to the fencing which he and his boys were erecting. His farm is a huge-scattered affair of nearly a thousand acres. Two-thirds of it is fern clothed hill land, and the remainder flat land thickly covered over with manuka, flax, and ferns. A mountain stream trickles down through the middle of it, and here and there is a broad expanse of swamp. For this large area he pays a yearly rental of £29, having given £100 for a six years' lease on the same. He has about 250 sheep, 20 head of cattle, and five horses. His only help is one strong lad, to whom he gives 18s. per week. Extra help he gets near at hand from sundry small farmers. His sheep clip has just been sold, and fetched a little over £50. The first lot of fifty fat sheep he had sold realised £20, or 8s. a head; "Was he satisfied with the change?" "Perfectly: never was happier in his life." The anxieties of existence were minimised, living as he did, for the most part, on the products of the farm. He did not expect to make money, but he did expect to realise what he had long ardently desired—a release from harrassing cares which had made his life intolerable.—*Leisure Hour.*

THE DRUNKEN BUTLER.

A serious, and let us hope exceptional, difficulty in dinner-giving is a drunken butler. We remember a host looking anything but pleased when his inebriate domestic poured a trayful of cups filled with tea into a lady's lap in the drawing-room. No long ago a gentleman told his new butler that he had better open a certain number of bottles of wine before a dinner-party, and that when they were finished he must use his discretion. Long after the gentleman had left the dining-room, there were no signs of tea in the drawing-room; the host, therefore, went quietly downstairs to hurry the butler. He found that functionary in the ante-room engaged in gulping down champagne out of a tumbler. "What are you doing?" said the master. "The wine you ordered was all finished, so I am using my discretion," answered the man. It is needless to say that much of the success of a dinner party depends upon the efficiency and skill of the butler—more, we are inclined to think, than most people imagine. If a butler cannot always make a party go off well, he can always spoil it. The cook, of course, is the main agent in dinner-giving. We divide cooks into two classes—those who cook carefully but moderately well every day, but cannot cook artistically when there is a large party, and those whose cooking is all that can be wished on any special occasion, but careless when the master and mistress are alone. Many people think the former the best sort of cooks; but on the whole, there is much to be said for the latter, because the misery of seeing a bad dinner put before friends in one's own house is so great that some shortcomings in one's every day dinners are not to be compared to it. There are few occasions on which a man feels at once so helpless and yet so responsible as when he sits at his own table watching a bad dinner being given to his guests. Perhaps *entrées* are stodgy, the roasts under or over done, and the sweets rolling about instead of standing in their dishes; an even temperature is maintained in everything; the soups, the meats, the jellies, and the puddings are all pretty equally lukewarm. And yet the unfortunate giver of the feast, utterly helpless and inwardly boiling over with wrath, has to make himself agreeable and converse brilliantly on general topics, as if he had not a care in the world. The next morning the hostess proceeds to relieve her feelings in the housekeepers's room. With an air of injured innocence, the poor cook weeps over the fate of her excellent dinner. Everything, she says, had been cooked to perfection, but the butler and footmen kept the whole dinner waiting, and dishes which were fit to put before a king were allowed to get sodden, tepid, and spoiled in the serving-room. The hostess goes to her husband, and tells him that "he really must speak" to the butler on the subject; but, before he has time to do so, the butler comes himself to complain. He had sent down again and again to the kitchen for the courses, and yet he was kept waiting. The sauces were not sent up with the things, and one man had to be employed during the greater part of dinner in running with messages to the cook. He had sometimes begun to think that she must have gone to sleep. The general result of the affair in such a case is likely to be a grand row among the domestics, with which we gladly dismiss the subject.—*Saturday Review.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 9TH SEPT., 1880.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400lbs.	$98.00 to 108.00
Cotton Yarn, No. 28 to 32, per 400lbs.	$103.00 to 118.00
Cotton Yarn, No. 38 to 42, per 400lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$84.00 to 94.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.70 to 2.75
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.65 to 1.75
Grey Shirtings, 8 lbs., per piece	$1.95 to 2.15
Grey Shirtings, 8½ lbs., per piece	$2.35 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.85 to 2.95
Grey Shirtings, 10 lbs., per piece	$3.20 to 3.35
Grey T-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.30 to 1.45
Grey T-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.50 to 1.85
Grey T-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.90 to 1.95
Grey T-Cloths, 24yds 36in 8lbs. QL p. pc.	$2.10 to 2.15
Grey T-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.70 to 2.75
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.73 to 0.75
Handkerchiefs, Light Red, per dozen	$0.70 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 61 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.65 to 3.70
White Shirtings, 7,000 reed, per piece	$3.40 to 3.45
White Shirtings, AA, per piece	$1.75 to 1.85
White Shirtings, EF, per piece	$5.70 to 5.75
White Shirtings, MH, per piece	$4.47 to 4.50
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.95 to 4.25
Blankets, 9 lbs., per pair	$4.65 to 4.75
Blankets, 10 lbs., per pair	$4.95 to 5.25
Blankets, 12 lbs., per pair	$6.15 to 6.30
Camlets, SSS, per piece	$14.50 to 15.00
Camlets, SS, per piece	$14.80 to 15.00
Camlets, S, per piece	$15.40 to 16.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.00 to 16.40
Camlets, LLL, per piece	$14.50 to 15.00
Long Ells, MM Scarlet, per piece	$8.30 to 8.35
Long Ells, MM Assorted, per piece	$8.30 to 8.35
Long Ells, HH Scarlet, per piece	$8.30 to 8.35
Long Ells, HH Assorted, per piece	$8.20 to 8.25
Long Ells, H Scarlet, per piece	$8.40 to 8.45
Long Ells, H Assorted, per piece	$7.95 to 7.82
Lastings, DD, per piece	$13.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.40 to 2.00
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$6.40 to 6.45
Lead, LB, per picul	$6.30 to 6.35
Lead, Hole Chop, per picul	$6.30 to 6.95
Quicksilver, English, per picul	$59.40 to 59.60
Quicksilver, American, per picul	$59.50 to 59.70
Steel, English, per tub	$3.20 to 3.25
Steel, Swedish, per tub	$4.15 to 4.25
Sheathing Metal, per picul	$22.00 to 22.50
Spelter, per picul	$7.75 to 7.80
Tin, Malacca, per picul	$26.00 to 27.30
Tin, Plates, per box	$5.75 to 5.85

PRODUCE.

Almonds, per picul	$16.50 to 17.00
Alum, 1st quality, per picul	$1.55 to 1.65
Alum, 2nd quality, per picul	$1.45 to 1.55
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.50 to 17.80
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$8[illegible].50 to 91.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, picked, per picul	$21.80 to 22.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,900 to 1,950
Cardamons, Superior	$125 to 155
Cardamons, Inferior, per picul	$26.00 to 26.50
Cloves, per picul	$41.00 to 45.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$21.00 to 22.50
Copper, Rod, Japan, per picul	$23.70 to 21.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 15.80
Cotton, Calcutta, per picul	$17.00 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$16.50 to 16.90
Cotton Seeds, Saigon	$4.10 to 4.20
Cotton Seeds, Siam	$4.20 to 4.30
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls.3.3.5 to 3.4.5
Dates, Red, per picul	Tls.2.9.5 to 3.0.5
Dried Lily Flowers	$6.25 to 6.35
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.68 to 1.81
Flour, American, per barrel of 100 lbs.	$3.95 to 4.10
Flour, American, per barrel of 200 lbs.	$6.95 to 7.10
Fungus	$40.00 to 50.00
Flints, per picul	$0.50 to 0.55
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls.17.7.0 to 18.0.0
Hams, Superior, per picul	Tls.29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 13.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.15
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.50
Pea Oil, per picul	Tls. 54.5 to 55
Peas, White, per picul	$2.04 to 2.07
Peas, Green, per picul	$1.93 to 2.0
Peas, Black, per picul	$1.82 to 1.8
Peas, Yellow, per picul	$1.96 to 1.9
Peas, Green Beans, per picul	$1.96 to 1.9
Pearl Barley, per picul	$6.50 to 7.3
Potatoe Flour, per piculs	Tls.1.6.0 to 1.6.
Putchuck, per picul	$13.00 to 14.7
Rhinoceros Horn, per picul	$3,000 to 3,00
Rhinoceros Horn, Mother, per picul	$2,000 to 2,40
Rice, Siam, No. 1, per picul	$2.20 to 2.2
Rice, Siam, No. 2, per picul	$2.11 to 2.1
Rice, Siam, milled No. 1, per picul	$1.97 to 2.0
Rice, Siam, milled No. 2, per picul	$1.54 to 1.5
Rice, Saigon, No. 1, per picul	$1.94 to 1.9
Rice, Saigon, Hemp bags	$1.85 to 1.8
Rice, Saigon, Straw bags	$1.75 to 1.7
Rice, Japan	$2.60 to 2.7
Saltpetre, per picul	$6.25 to 6.3
Seaweed, Green, per picul	$2.95 to 3.0
Seaweed, Cut, per picul	$3.10 to 3.4
Sesamum, White, per picul	$4.55 to 4.7
Sesamum, Black, per picul	Tls. 2.7.5 to 6.3.
Sharksfins, per picul	$35.00 to 30.0
Shellfish, Japan, per picul	$27.00 to 30.0
Shellfish, California, per picul	$11.50 to 12.0
Stockfish, per picul	$5.00 to 6.5
Straits Produce, &c.,—	
Betel Nut, per picul	$6.85 to 7.2
Pepper, White, per picul	$15.60 to 16.0
Pepper, Black, per picul	$9.55 to 9.7
Rattan, Straits, per picul	$5.30 to 5.5
Rattans, Bangar, per picul	$4.35 to 4.6
Sandal Wood, Malabar, per picul	$3.45 to 3.6
Sandal Wood, South Seas, per picul	$21.50 to 22.5
Sapan Wood, Manila, per picul	$1.65 to 1.7
Sapan Wood, Siam, per picul	$1.95 to 2.0
Sugar, Shek-lung, White, No. 1, p. pcl.	$8.20 to 8.9
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.65 to 6.7
Sugar, Shek-lung, Brown, per picul	$5.05 to 5.1
Sugar Candy, Shek-lung, per picul	$9.90 to 10.5
Sugar Candy, Foochow, per picul	$11.50 to 12.0
Sugar Candy, Swatow, White, per picul.	$7.85 to 8.1
Vermicelli, Tientsin, per picul	$6.80 to 7.6
Walnuts, per picul	$5.25 to 5.3
Wheat, Tientsin, per picul	$2.15 to 2.1
Wheat, Japan, per picul	$2.15 to 2.1
Wood Oil, per picul	Tls. 6.6.0 to 6.6.
Window Glass, per box	$3.35 to 3.4

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
America	Sept. 4	Mooney	Brit. str	943	Birley & Co	Repairing
Arratoon Apcar	Sept. 1	Mactavish	Brit. str	1322	D. Sassoon, Sons & Co	Calcutta
Cassandra	Aug. 31	Langer	Ger. str	937	Siemssen & Co	P. Darwin
Chas. T. Hook	Sept. 2	Bradley	Brit. str	902	Ed. Schellhass & Co	Saigon
Consolation	Sept. 4	Young	Brit. str	734	Yuen Fat Hong	Bangkok
Crusader	Sept. 2	Rowen	Brit. str	647	G. R. Stevens & Co	
Douglas	Sept. 8	S. Ashton	Brit. str	864	D. Lapraik & Co	East Coast
Elcano	Sept. 4	Urriola	Span. str	517	Remedios & Co	Manila
Fokien	Sept. 6	Abbott	Brit. str	509	D. Lapraik & Co	East Coast
Hainan	Sept. 5	Conner	Amr. str	285	Russell & Co	Hoihow
Hing Shing	Sept. 9	Hawthorne	Chi. str	444	C. M. S. N. Co	
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
Kin-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Malacca	Sept. 3	Seaton	Brit. str	1[illegible]29	P. & O. S. N. Co	Yokohama
Mariveles	Aug. 7	Munoz	Span. str	528	Remedios & Co	Repairing
Pernambuco	Sept. 5	Wm. Hyde	Brit. str	643	Melchers & Co	Vladivostock
Powan	—	A. G. Carey	Brit. str		H.C. & M. Steamboat Co	Canton
Sea Gull	Mar. 24	Hayden	Amr. str	48	C. Traders' Insurance Co	
Suez	Sept. 1	J. D. Eaton	Brit. str	1390	Jardine, Matheson & Co	Calcutta
Telemachus	Sept. 8	Jones	Brit. str	1421	Butterfield & Swire	Amoy
Thornhill	Sept. 4	Walker	Brit. str	967	Jardine, Matheson & Co	
Tung-ting	Aug. 27	Holmes	Chi. str	315	C. M. S. N. Co	Repairing
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yangtsze	Sept. 6	Schultze	Brit. str	782	Siemssen & Co	Shanghai
Yot-sai	—	D. Browne	Brit. str	250	Kwok Acheong & Sons	Macao
Yottung	Sept. 6	Scott	Brit. str	286	Kwok Acheong & Sons	Swatow
Yung-ching	Sept. 6	Wallace	Chi. str	761	C. M. S. N. Co	Shanghai

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alice Buck	Aug. 27	Herriman	Amr. sh	1425	Vogel & Co	New York
Alma	Aug. 24	Lahmeyer	Ger. bk	938	Melchers & Co	
Anna Bertha	Sept. 6	Kremer	Ger. bk	483	Siemssen & Co	
Alva	July 28	E. de Souza	Port. sh	632	Brandao & Co	
Aurrora	Aug. 29	Milne	Brit. bk	294	Kwong Chong Tye	
Bessie	Aug. 30	Mabb	Brit. bg	223	Siemssen & Co	
Bua Caao	Aug. 9	Langer	Siam. bk		Chinese	
Cabarfeidh	Aug. 31	McKenzie	Brit. bk	333	Melchers & Co	
Charité	Aug. 31	Ronille	Fren. bk	256	Carlowitz & Co	
Ceylon	Sept. 2	Hayden	Amr. bk	681	Russell & Co	
Chateaubriand	Aug. 29	G. Leroy	Fren. bk	387	Carlowitz & Co	
China	Aug. 27	Boysen	Ger. sch	240	Arnhold, Karberg & Co	
Cingalee	Aug. 25	Pringle	Brit. bk	335	Jardine, Matheson & Co	
Clydesdale	June 28	Hatfield	Brit. sh	1823	Vogel & Co	London
Cora	Aug. 20	Coombs	Amr. sh	1431	Arnhold, Karberg & Co	
Emma	Aug. 20	Michelsen	Ger. bk	231	Ed. Schellhass & Co	
Esperance	Sept. 4	Normant	Fren. bk	272	Carlowitz & Co	
Faugh Balaugh	Aug. 17	D. Rate	Ger. bk	240	Carlowitz & Co	
Flechero	Sept. 5	Oorlyon	Brit. bk	730	Wieler & Co	
G. Fairchild	June 25	D. Kelley	Amr. bk	1427	Russell & Co	New York
Hansa	Sept. 3	Doneken	Ger. bk	499	Wieler & Co	
Hermine	Aug. 18	Lonngrin	Swed. bk	289	Ed. Schellhass & Co	
H. W. Dudley	Aug. 31	Dudley	Amr. bk	1098	Adamson, Bell & Co	
J. Henrich	Sept. 5	Westmann	Ger. bk	411	Jardine, Matheson & Co	
John A. Briggs	Aug. 25	Randall	Amr. sh	2110	Arnhold, Karberg & Co	
John M. Clerk	Aug. 7	Conant	Amr. bk	719	D. Lapraik & Co	
Kim H. Tye	Sept. 7	Reynolds	Siam. bk	316	Captain	
Livingstone	Aug. 21	Steffens	Ger. bk	531	Wieler & Co	
Lucre	Aug. 29	Klindt	Siam. bk	387	Chinese	
Marie Louise	Sept. 5	Erichsen	Ger. bk	442	Wieler & Co	
Meteor	Aug. 26	Horstmann	Ger. bk	395	Arnhold, Karberg & Co	
Oregon	Aug. 30	Pennell	Amr. sh	1430	Captain	
Osaka	Aug. 10	R. Lowe	Brit. bk	527	Choo Wong	
P. Amadeo	July 23	Linskill	Brit. sh	1602	Russell & Co	S. Francisco
Raphael	June 25	Sherman	Amr. sh	1497	Vogel & Co	New York
Rosie Welt	July 24	O. C. Welt	Amr. sh	1378	Russell & Co	New York
San Joaquin	Aug. 10	Drinkwater	Amr. sh	1637	Arnhold, Karberg & Co	
Spartan	Aug. 27	Vincent	Amr. sch	8	W. H. Ray	
S. American	July 23	Knowles	Amr. sh	1762	Russell & Co	S. Francisco
Wega	Aug. 15	Leopold	Ger. sh	1115	Arnhold, Karberg & Co	

WHAMPOA.

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Sumatra	Aug. 6	A. Tribe	Brit. bk	740	Carlowitz & Co	London

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
China	Sept. 7	Ackermann	Ger. str	648	Siemssen & Co	Shanghai
Chinkiang	Sept. 8	S. M. Orr	Brit. str	799	Siemssen & Co	Shanghai
Paladin	Sept. 6	Parker	Brit. str	899	C. M. S. N. Co	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kinshan	—	Hoyland	Brit. str	1050	H.C. & M. Steamboat Co	Canton
Spark	—	Cadwallader			H.C. & M. Steamboat Co	Canton

SWATOW

IN PORT ON 31ST AUGUST, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Evening Star	Aug. 30	Logan	Brit. bk	373	R. Craig	
Hermann	Aug. 29	Pens	Ger. bk	453	Dircks & Co	

AMOY.

IN PORT ON 2ND SEPTEMBER, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Androklos	Aug. 30	Vogt	Ger. bk	400	Pasedag & Co	
A. Dorothea	Aug. 1	Jönson	Ger. bk	343	Pasedag & Co	
August	Aug. 18	Thomsen	Brit. sch	210	Boyd & Co	
Blankenese	Aug. 22	Spiesen	Ger. sch	258	Pasedag & Co	
Carl Ludwig	Aug. 26	Meyer	Brit. bk	234	Boyd & Co	
Caroline	Aug. 19	Michelsen	Ger. sch	273	H. A. Petersen & Co	
Hermann	Aug. 20	Lembke	Ger. bg	210	H. A. Petersen & Co	
Kvi[illegible]	Aug. 20	Larsen	Nor. bk	417	Pasedag & Co	
Lucky	Aug. 27	Voch	Siam. bk	434	Chinese	
Minna	Aug. 18	Dau	Ger. bk	457	Pasedag & Co	
Seaman's Bride	Aug. 31	Spreckelsen	Ger. bk	314	Chinese	

FOOCHOW.

IN PORT ON 30TH AUGUST, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Gustav & Marie	Aug. 8	Bubrsch	Ger. bk	351	Russell & Co	
Janet	Aug. 26	Henfry	Brit. sch	211	Birley & Co	
Leander	Aug. 13	Hamilton	Brit. sh	848	Adamson, Bell & Co	

SHANGHAI.

IN PORT ON 1ST SEPTEMBER, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adeone	Aug. 15	Reiners	Ger. bg	215	Vogel & Co	
Ambassador	Aug. 16	Bedevill	Brit. sh	692	Ed. Gamman & Co	
B. Brothers	Aug. 11	Goodeel	Amr. sh	1493	Melchers & Co	
Firth of Tay	June 1[illegible]	Gillespie	Brit. sh	825	Primrose & Co	
Henrietta	Aug. 11	Blanchard	Amr. sh	1218	C. & J. Trading Co	
Hedvig	Aug. 19	Davey	Brit. bk	375	Nils Moller	
Hieronimus	Mar. 12		Fren. bk	231	Morris & Co	
J. R. Worcester	Aug. 12	Merdein	Brit. sh	844	Reid, Evans & Co	
Jumna	Aug. 21	Bissett	Brit. bg	346	Gibb, Livingston & Co	
Kimsoonbeat	Aug. 15	Thomsen	Siam. bg	208	Captain	
Kolga	Aug. 20	Oberg	Brit. bk	359	Jardine, Matheson & Co	
Oscar Vidal	Aug. 21	Frahm	Brit. bk	299	Nils Moller	
Parthia	Aug. 22	McCallister	Brit. sh	1516	W. Hewett & Co	
Top-gallant	Aug. 30	Reynolds	Amr. sh	1260	S. C. Farnham & Co	

NAGASAKI.

IN PORT ON 28TH AUGUST, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Almatia	Aug. 14	Laphan	Amr. bk	387	Captain	
A. Wichhurst	Aug. 24	Brandt	Ger. sch	311	Holme, Ringer & Co	
Bride	Aug. 25	Sutherland	Brit. bk	305	Holme, Ringer & Co	
Chinstah	Aug. 11	Schultz	Brit. bk	456	Holme, Ringer & Co	
L. of the Isles	Aug. 20	Watts	Brit. bk		Captain	
L. R. Burnham	Aug. 10	Kelly	Amr. sch		Holme, Ringer & Co	
Mary	Aug. 7	Cubbins	Brit. sch	128	C. F. Hooper	
M. Whitridge	Aug. 8	Peters	Amr. sh	862	Chinese	
Pelham	Aug. 25	Schnitger	Brit. bg	254	Chinese	
Pym	Aug. 7	Stapleton	Brit. bk	558	Holme, Ringer & Co	
Satsuma	Aug. 25	Lord	Brit. bk	364	G. W. Lake & Co	

YOKOHAMA.

IN PORT ON 24TH AUGUST, 1880.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Bohemia	July 10	Frask	Amr. sh	1615	Jardine, Matheson & Co	
B. Diamond	Aug. 16	Veal	Ger. bk	569	P. Bohm	
California	June 25	Love	Amr. bk	724	Walsh, Hall & Co	
Forward Ho	Aug. 15	Wade	Brit. bk	942	Malcolm & Co	
Kaisow	July 27	Gaild	Brit. bk	795	Cornes & Co	
Haze		Evans	Amr. bk	863	Captain	
Largs		Brown	Brit. bk	342	A. Reimers & Co	
Matchless		Dawes	Amr. sh	1198	C. Illies & Co	
Ald. Demorest	—	Walker	Brit. bk	870	Walsh Hall & Co	
Marthia	Aug. 16	Patterson	Brit. bk	1022	A. Reimers & Co	
Pioneer	Oct. 1[illegible]	Muies	Rus. sch	72	Walsh, Hall & Co	
West Glen	Aug. 20	Thomson	Brit. bk	699	[illegible]itsu B. Kwaisha	

MANILA.

IN PORT ON 3RD SEPTEMBER, 1880.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anglesea	July 27	Scott	Brit. bk	978	Smith, Bell & Co	London
Bowfell	July 31	Collies	Brit. sch	100	Ker & Co	Liverpool
Chattanooga	July 31	Howes	Amr. bk	526	Captain	New York
Coronilla	June 7	Davies	Brit. bk	524	W. F. Stevenson	Channel
El Capitan	July 18	………	Amr. sh	1493	Captain	
Guardian	July 28	Paine	Amr. sh	1123	Peele, Hubbell & Co	New York
Harmonia	Aug. 24	Reinken	Ger. sh	1454	Peele, Hubbell & Co	New York
Jamaica	Aug. 31	Witt	Brit. bk	669	Peele, Hubbell & Co	
Jessie Stowe	Aug. 5	………	Brit. bk	644	Captain	New York
J. Renwick	July 29	Souters	Brit. sh	1892	Ker & Co	
Lothair	May 28	Boulton	Brit. sh	793	F. Mann & Co	London
Melbrek	July 24	Edwards	Brit. bk	870	Peele, Hubbell & Co	London
Mindora	July 27	Beadle	Amr. sh	1011	Ker & Co	Boston
Paul Revere	Apr. 20	………	Amr. sh	1326	Ker & Co	New York
Rambler	May 2	Casla	Amr. sh		Captain	
Rossini	July 29	Albers	Ger. bk	1003	F. Richardson & Co	England
Sachend	June 9	Real	Amr. sh	1330	Captain	
Salisbury	July 22	Reetzenstein	Ger. sh	1094	Smith, Bell & Co	Liverpool
Saturnus	Aug. 20	Sehde	Ger. bk	608	C. Heinszein & Co	
Valley Forge	Aug. 16	Doane	Amr. sh	1286	M. Dyce & Co	

SAIGON.

IN PORT ON 25TH AUGUST, 1880.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Barbarosa	Aug. 12	Jose	Ger. sh	1313	Wm. G. Hale & Co	
B v. M'delburg	July 23	Blankon	Dut. bk	628	Speidel & Co	Sourabaya
Esperance	Aug. 13	Normant	Fren. bk	272	Denis Freres	
Louis Eugene	Aug. 15	Hervé	Fren. bk	700	F. Engler & Co	
Manhegan	Aug. 13	Luce	Amr. sh	1113	Behre & Co	
Nardoo	Aug. 10	Pauld	Brit. bk	583	F. Engler & Co	
Nyassa	Aug. 21	Butchard	Brit. bk	8[illegible]0	Wm. G. Hale & Co	
Triest	Aug. 20	Schenk	Dut. sch	207	F. Engler & Co	

BANGKOK.

IN PORT ON 7TH AUGUST, 1880.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Canton	—	Knudsen	Siam. bk	776	Chinese	
C. Kamrye	—	Petersen	Siam. bk		Chinese	
Chy Seng	May 24		Siam. sch	115	Chinese	
C. Marino II.	—	Oesanov	Ital. bk	635	P. T. & Co	
Doretta	Aug. 3		Siam. bg	360	P. S. R. M. & Co	
Envoy	June 18	Dethlefsen	Siam. bk		Chinese	
Foochow	—	Hochreuter	Siam. bg	240	Chinese	
Goliah	July 23	Dentzan	Siam. bk	552	Chinese	
Hei-chong	Aug. 4	Plattner	Brit. bk	360	Chinese	
Iron Duke	Jan. 5	Koefoed	Siam. bk		Chinese	
Mercury	Aug. 3	Molendorf	Siam. bg	150	Chinese	
Morning Star	June 18	Michelsen	Siam. bk	570	Poh Teck	
P. Siville	—		Siam. bk		Chinese	
P. Seraphi		Moller	Siam. bk	450	M. J. & Co	
Prosperity	—	Hoff	Siam. bk	450	Poh Seng	
Seaman's Bride	July 23	Paulsen	Siam. bk		Chinese	
Tai Watt	—	Roberts	Siam. bk		Poh Seng	
Trowbridge	July 21	Atwood	Brit. sh	1287	Borneo Co	
Young Siam		Benediotsen	Siam. sh	701	Poh [illegible]	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	120	Com. Errington	Nagasaki
Comus	corvette	14	230	Captain J. W. East	Yokohama
Curacoa	corvette	14	230	Captain W. H. Cuming	Singapore
Egeria	screw sloop	4	120	Com. C. Johnstone	Singapore
Encounter	steam corvette	14	350	Capt. Hon. A. Denison	Shanghai
Flying Fish	sloop	4	120	Lieut.-Com. Hoskyn	Singapore
Fly	double-screw gun-vessel	4	120	Com. A. F. St. Clair	Kobe
Foxhound	gunboat	4	470	Lieut.-Com. W. Nowell	Yokohama
Iron Duke	double-screw iron frigate	14	800	Captain H. F. Cleveland	Hongkong
Kestrel	double-screw gun-vessel	4	100	Com. W. M. Lang	Singapore
Lapwing	double-screw gun-vessel	3	160	Com. W. G. Scott	Hankow
Lily	screw gun-vessel	3	95	Com. S. Grove	Shanghai
Magpie	surveying vessel	3	160	Captain R. H. Napier	Hainan
Midge	double-screw gun-vessel	4	120	———	Hongkong
Modeste	steam corvette	14	350	Captain J. G. Mead	Nagasaki
Moorhen	gunboat	4	387	Lieut.-Com. W. Ca[illegible]y	Hongkong
Mosquito	gunboat	4	60	Lieut.-Com. G. E. Grey	Hankow
Perseus	sloop	6	900	Com. Hon. H. N. S. Hood	Amoy
Sheldrake	gunboat	4	367	Lieut.-Com. M. Bridger	Foochow
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Amoy
V. Emanuel	receiving ship	20	—	Commodore Smith	Hongkong
Vigilant	paddle despatch-vessel	2	250	Lieut.-Com. Annesley	Yokohama
Wivern	turret-ship	4	350	Commander Jones	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	80	Captain Schanz	Yokohama
Adonis	French gunboat	5	250	Commander Caillard	Chefoo
Alert	American gunboat	4	600	Commander Huntington	Yokohama
Ashuelot	American corvette	6	700	Commander Johnston	Tientsin
Asia	Russian cruiser	8	250	Captain Amosoff	Nagasaki
Champlain	French corvette	10	450	Captain Michand	Yokohama
Craysser	Russian corvette	8	250	Captain Nazimoff	Nagasaki
Cyclop	German gunboat	4	250	Lieut.-Com. Schulkmann	Shanghai
Djigit	Russian gunboat	8	250	Commander Livron	Nagasaki
Ermak	Russian transport	—	—	Captain Koltchan	Passiet
Freya	German corvette	8	240	Captain Von Hippel	en route Y'hama
Gornostai	Russian gunboat	7	80	Commander Stark	Shanghai
Kerguelen	French frigate	6	250	Captain Mathieu	Hakodate
Lee Tuk	Annamese gunboat	—	—	Commander Y. W. Tong	Hongkong
Mendovi	Portuguese gunboat	—	—	Commander Vianna	Macao
Maria de Molina	Spanish corvette	9	—	Captain Don T. Olleros	Kobe
M. del Duero	Spanish despatch-ves.	2	200	Don Lobo	Manila
Minin	Russian ironclad	4	300	Captain P. Nazimoff	Nagasaki
Monocacy	American gunboat	6	700	Commander Sumner	Chefoo
Morge	Russian gunboat	7	80	Commander Tatarinoff	Vladivostock
Naésdnick	Russian corvette	—	—	Captain Kologeras	—
Nerpa	Russian gunboat	7	80	Commander Veltrondt	Chefoo
Palos	American gunboat	6	200	Lieut.-Commander Green	Kobe
Prince Pogarsky	Russian corvette	12	—	Captain Tirtoff	Vladivostock
Rasboynik	Russian corvette	11	250	Captain Gitkoff	Nagasaki
Richmond	American frigate	14	800	Captain Benham	Yokohama
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Swatara	American gunboat	8	200	Commander Sampson	Kobe
Tamega	Portuguese gunboat	—	—	Com. de Rio Carvalho	Macao
Thémis	French corvette	18	175	Captain Alguier	Hakodate
Ticonderoga	American frigate	11	200	Captain Cromwell	Chefoo
Tongous	Russian gunboat	—	—	Commander Heek	
Wolf	German gunboat	4	340	Commander Bocks	Shanghai
Vettor Pisani	Italian frigate	12	400	Captain, Duke of Genoa	Japan
Vineta	German corvette	—		Captain Zirzon	Yokohama
Zabiaca	Russian corvette	6		—	Singapore

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